Job No. 16350-16.11 SCH #2001101158

Los Angeles Avenue Road Widening
Moorpark Avenue to Spring Road

Ventura County, California
District 7 – *07-VEN-118*
KP 28.2/29.0 (PM 17.5-18.0)
EA 241500

Mitigated Negative Declaration/ Finding of No Significant Impact
with Supplemental Initial Study/Environmental Assessment

Prepared by the State of California Department of Transportation and the City of Moorpark

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH #2001101158
07-VEN-118 KP 28.2/29.0 (PM 17.5/18.0)
EA: 241500

MITIGATED NEGATIVE DECLARATION (MND)
Pursuant to: Division 13, California Public Resources Code

Description:
The California Department of Transportation (Caltrans) along with the City of Moorpark (City) propose to widen Los Angeles Avenue (State Route 118) from a four lane to a six lane conventional highway from Moorpark Avenue to approximately 130 meters (426 feet) east of Spring Road in Moorpark, California. The total length of the project is 804 meters (0.5 mile). In addition, the project would require installation of traffic signal at Millard Street and traffic signal modifications at Moorpark Avenue and Spring Road.

Determination:
An Initial Study (IS) has been prepared by the California Department of Transportation (Caltrans). On the basis of this study, it has been determined that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would not significantly impact any scenic resources, cultural resources, or habitat conservation plans.
- The proposed project would not significantly impact any sensitive plant or animal species, other wildlife, riparian habitat, or wetlands or agricultural land.
- The proposed project would not result in exposure to hazardous materials or seismic hazards. All necessary surveys will be preformed to see if such hazardous material exist and all standard controls will be implemented for removal of such material.
- The proposed project would not impact mineral or natural resources.
- The proposed project will promote improve regional air quality.
- The proposed project would not impact access to public services or recreational facilities.
- The proposed project will result in increased noise levels along its route but with the addition of soundwalls, these effects will be reduced to acceptable levels.
- The proposed project would not impact transportation or traffic patterns, and would not impact utilities and services.

The proposed project would result in some environmental impacts; however, measures to minimize harm are included as part of the project that would reduce impacts to a level below significance. The project would improve the safety and operation of the existing Los Angeles Avenue (SR 118) and operation of the adjoining intersections.

Ron Kosinski

RON KOSINSKI
Deputy District Director, District 7
Division of Environmental Planning
California Department of Transportation
District 7- Los Angeles

Sept. 28, 2009
Date

David A. Bobardt

DAVID A. BOBARDT
Community Development, Director
City of Moorpark

9/28/2009
Date

CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR

LOS ANGELES AVENUE ROAD WIDENING PROJECT

The California Department of Transportation (Caltrans) has determined that Alternative 1, the Proposed Build Alternative, will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment (EA), which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Notwithstanding any other provision of law, a claim arising under federal law seeking judicial review of a permit, license or approval issued by a federal agency for a highway or public transportation project shall be barred unless it is filed within 180 days after publication of a notice in the Federal Register announcing that the permit, license, or approval is final pursuant to the law under which the agency action is taken, unless a shorter time is specified in the federal law pursuant to which judicial review is allowed.

Sept 28, 2009
Date of Approval

Ron Kosinski
RON KOSINSKI
Deputy District Director
Division of Environmental Planning District 7
California Department of Transportation

SCH #2001101158
District7–07-VEN-118
KP 28.2/29.0
(PM 17.5-18.0)
EA 24150K

Proposed Widening of Los Angeles Avenue from Moorpark Avenue to Spring Road, City of Moorpark, Ventura County, California

Supplemental Initial Study/Environmental Assessment

Submitted Pursuant to: (State) Division 13, California Public Resources Code
42 USC 4332 (2)(c) and 23 USC 327

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

CITY OF MOORPARK
Community Development

THE STATE OF CALIFORNIA
Department of Transportation

March 12, 2009
Date of Approval

David A. Bobardt
Community Development, Director
City of Moorpark

March 17, 2009
Date of Approval

Ron Kosinski
Division of Environmental Planning
Deputy District Director – District 7
California Department of Transportation

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Archaeological Study Report, State Route-118, Los Angeles Avenue Road Widening Project. Archaeological Advisory Group and the Planning Corporation, May 2006

Biological Assessment, Los Angeles Avenue Widening Project Spring Road to Moorpark Avenue, Planning Corporation, January 2004

Community Impact Assessment, *Los Angeles Avenue Roadway Widening, Moorpark, California.* LSA Associates, September 2007

Historic Property Survey Report, Chattell Architecture, Planning & Preservation, Inc., February 2006

Initial Site Assessment Update, Los Angeles Avenue Roadway Widening, Moorpark, California. Tetra Tech, Inc., October 2006

Noise Technical Study, *Los Angeles Avenue Roadway Widening, Moorpark, California*. Acentech Inc., September 2008

Storm Water Data Report, Boyle Engineering Corp. October 2007

Traffic Analysis, Austin-Foust Associates, Inc. September 2007

Tree Report, The Oak Collaborative, October 2006

Visual Resources Impact Assessment Los Angeles Avenue Road Widening Project (State Route 118), Planning Corporation, November 2003

LIST OF FIGURES

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CHAPTER 1.0 PROPOSED PROJECT

1.1 INTRODUCTION

This document is the Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) for the project. Comments have been received and addressed from the public and reviewing agencies. The MND/FONSI includes responses to comments received on the Supplemental Initial Study/Environmental Assessment (IS/EA). Following distribution of the MND/FONSI, if the decision is made to approve the project, a Notice of Determination will be published for compliance with the California Environmental Quality Act and Notice of Availability of the FONSI will be published for compliance with the National Environmental Policy Act. A vertical line in the margin audience indicates that there were changes in the text from the Supplemental IS/EA after the circulation process

The project site, illustrated in Figure 1, is located in the city of Moorpark, along Los Angeles Avenue (SR-118). The City is in the east-central portion of Ventura County, and west of Simi where State Route-118 (SR-118) and State Route 23 (SR-23) converge and overlaps with unincorporated areas in Ventura County. Los Angeles Avenue (SR-118), illustrated in Figure 2, is used as an arterial road, and is comprised of a diverse mixture of condominium developments, single-family residential developments, older single-family units, and multi-family residential developments that are interspersed with commercial shopping centers, offices and retail uses.

1.2 EXISTING FACILITY

Los Angeles Avenue between Moorpark Avenue and Spring Road is a four-lane (mixed flow) conventional state highway with 12-foot lanes, a 14-foot painted median, and the curb-to-curb width is 91 feet. Intersections are at grade and that provides regional east-west access to the City of Moorpark. As an arterial extension of the SR-118 freeway facility to the east, Los Angeles Avenue carries a higher than average level of truck traffic than typical arterial roadways within a community. The north side of Los Angeles Avenue, from Moorpark Avenue heading east, is bordered by homes, residential rear yards, a soundwall, and parkway landscaping. Southern California Edison utility poles are in place along the north side of Los Angeles Avenue within the project boundary. Curb, gutter, and sidewalk bound both sides of the street except along the southern portions of the project boundary. Between Millard Street and Spring Road, the south side of Los Angeles Avenue is largely unimproved and bound by yards and driveways of existing homes.

Based on the current estimated project cost of $990,000, eighty-eight and fifty-three hundredths percent (a maximum of 88.53%) will be funded through the Surface Transportation Program (STP) (Federal Grant) and eleven and forty-seven hundredths percent (11.47%) will be funded by the City of Moorpark. Per the City of Moorpark, the project is a constrained project within the 2006 Regional Transportation Improvement Program (RTIP) and funds are designated for the project. The 2006 RTIP prepared by the Southern California Association of Governments (SCAG) lists all transportation capital improvement projects proposed for the region over a 6-year period.

1.3 PROPOSED PROJECT

The proposed project is to widen Los Angeles Avenue from Moorpark Avenue (426.5 feet) east of Spring Road. This section of Los Angeles Avenue would be widened from a four-lane (12 feet each) to a six-lane (12 feet each) conventional Highway with a (14 feet) median, along a 0.5 mile project limit. A new traffic signal will be installed at the intersection of Millard Street/Los Angeles Avenue. Safety features of the project include improved pavement sections, emergency lanes, painted median, sidewalks, curb

ramps, and pedestrian crossings. A storm drain system would also be incorporated into the project design and constructed to compliment the project. In addition, the project would require relocating or replacing streetlights, manholes and landscaping, the installation of a traffic signal at the intersection of Millard Street/Los Angeles Avenue, and traffic signal relocations at the intersections of Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road.

Caltrans and the City of Moorpark have prepared this Supplemental Initial Study/Environmental Assessment (IS/EA) which examines the potential environmental impacts of the alternatives being considered for the proposed project. A Draft IS/EA was previously prepared for this project and

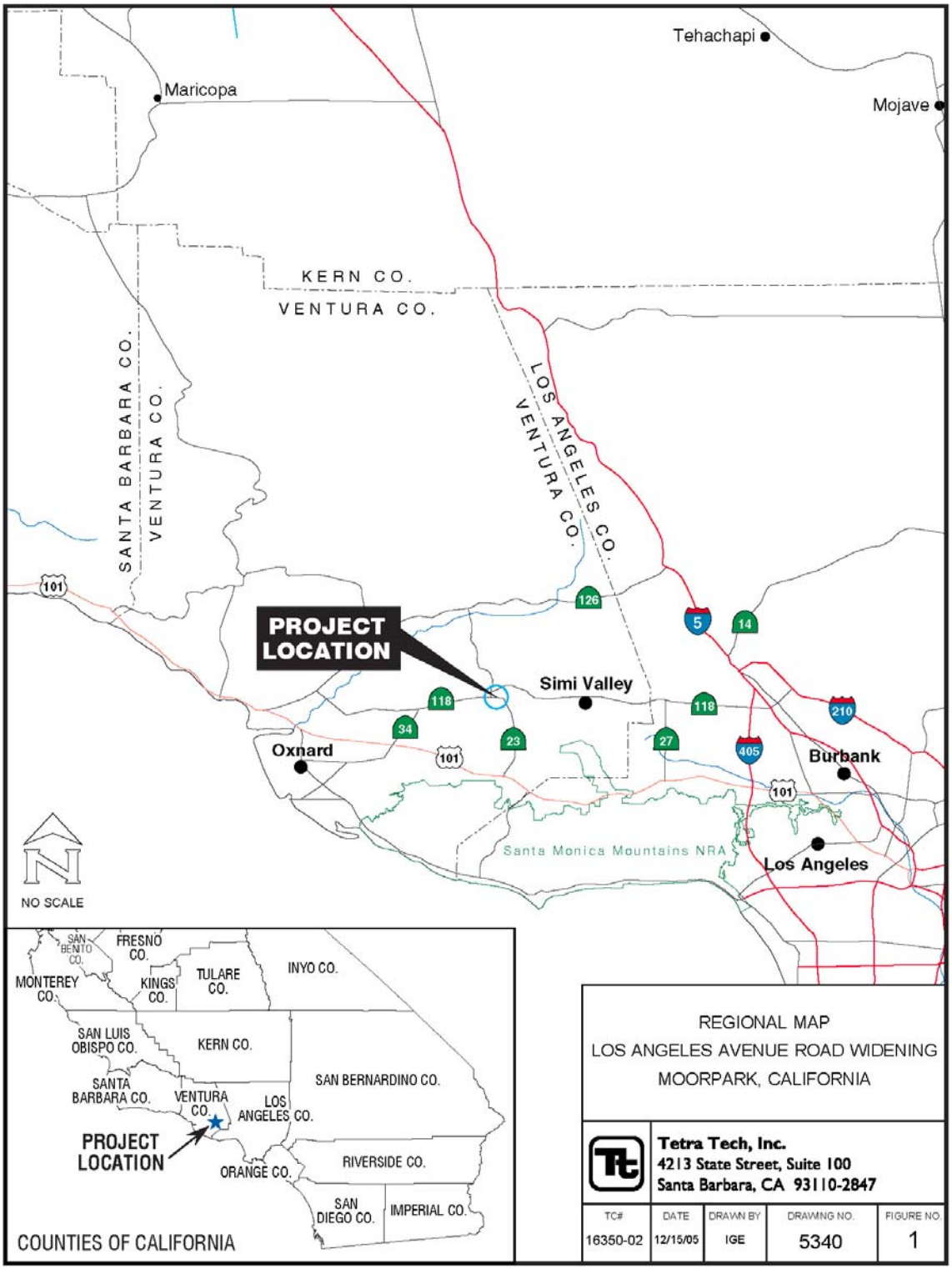
Tehachapi
Maricopa
Mojave
KERN CO.
VENTURA CO.
SANTA BARBARA CO.
VENTURA CO.
LOS ANGELES CO.
VENTURA CO.
PROJECT LOCATION
Simi Valley
Oxnard
Burbank
Los Angeles
Santa Monica Mountains NRA
101
126
5
14
118
34
23
27
405
210
NO SCALE
SAN BENITO CO.
FRESNO CO.
MONTEREY CO.
KINGS CO.
TULARE CO.
INYO CO.
SAN LUIS OBISPO CO.
KERN CO.
SAN BERNARDINO CO.
SANTA BARBARA CO.
VENTURA CO.
LOS ANGELES CO.
PROJECT LOCATION
ORANGE CO.
RIVERSIDE CO.
SAN DIEGO CO.
IMPERIAL CO.
COUNTIES OF CALIFORNIA
REGIONAL MAP
LOS ANGELES AVENUE ROAD WIDENING
MOORPARK, CALIFORNIA
Tetra Tech, Inc.
4213 State Street, Suite 100
Santa Barbara, CA 93110-2847
TC# 16350-02
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FIGURE NO. 1

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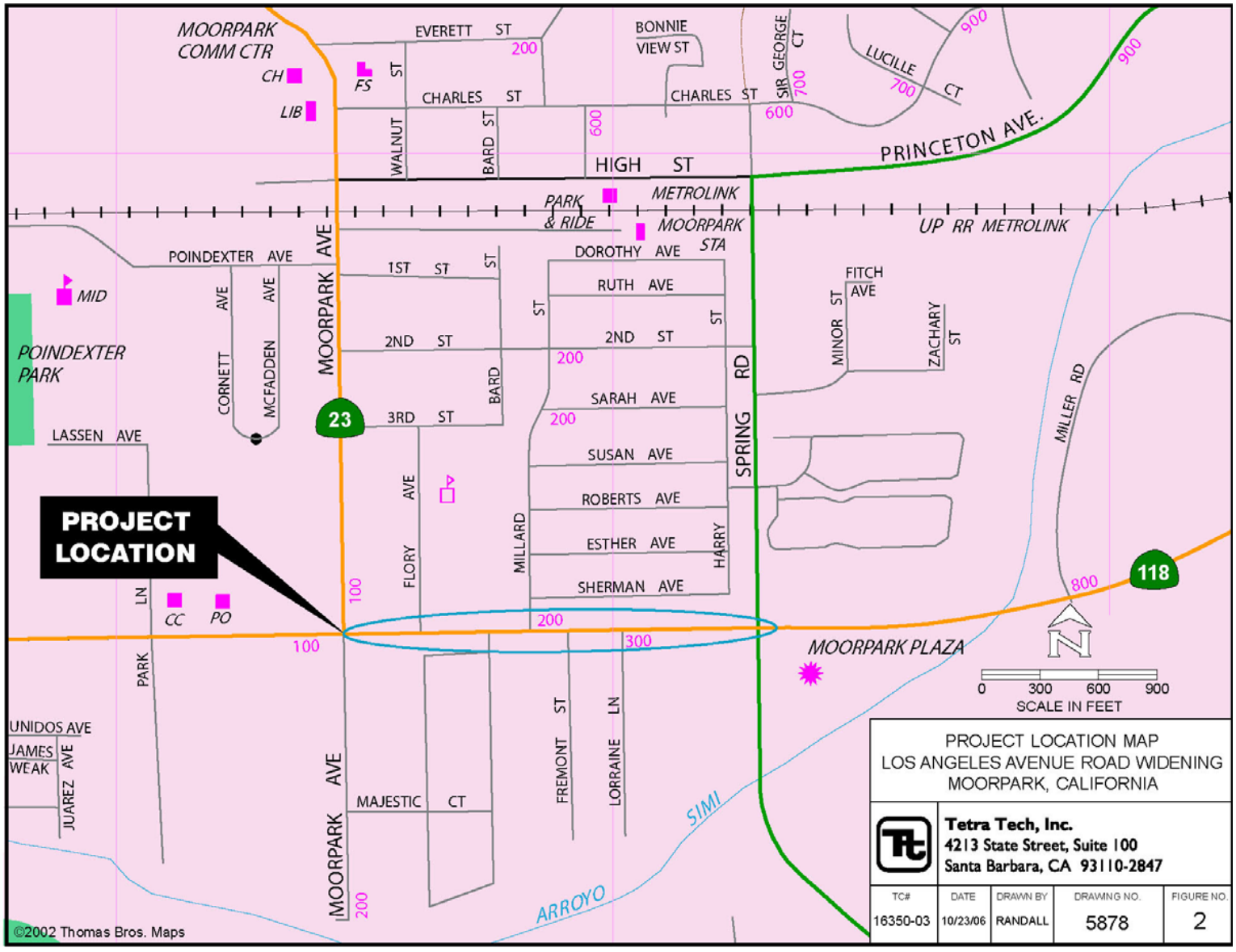

PROJECT LOCATION MAP
LOS ANGELES AVENUE ROAD WIDENING
MOORPARK, CALIFORNIA

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4213 State Street, Suite 100
Santa Barbara, CA 93110-2847

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approved on April 15, 2008. Caltrans and the City of Moorpark held a public hearing on May 28, 2008 at Moorpark City Hall to present the document, at which time a 45-day public review was initiated. Following this public review period, changes were made to the document pertaining to the funding of noise abatement measures. This Supplemental IS/EA has been prepared to reflect those changes.

1.4 PURPOSE

The purpose of this project is to relieve existing and forecasted traffic congestion on the Los Angeles Avenue (SR-118) and Spring Road in the City of Moorpark. This project would provide congestion relief by improving traffic operations while enhancing safety by eliminating geometric deficiencies at this intersection. The completion of Los Angeles Avenue Road Widening project will also meet the City's goal of accommodating future improvements along Los Angeles Ave. The purpose of this project is:

- To improve safety, by eliminating existing weaving problems.
- To provide congestion relief in order to improve traffic flow on the regional transportation system.
- To improve movement of people, freight, goods and enhance the overall operation of the City of Moorpark along Los Angeles Avenue (SR-118).
- To help achieve the goals of the City of Moorpark 2030 Regional Transportation Plan.

1.5 NEED

1.5.1 Traffic Capacity

The configuration of the existing intersection of Los Angeles Avenue (SR-118)/Spring Road has insufficient capacity for existing and forecasted traffic. There will be various widening locations along Los Angeles Avenue (SR-118) between Moorpark Ave and Spring Road. Currently, along SR-118 between Moorpark Avenue and Spring Road is a four-lane highway that provides regional east-west access to the City of Moorpark. As an arterial extension of the freeway facility to the east, Los Angeles Avenue carries a higher than average level of truck traffic than typical arterial roadways within a community. Traffic analysis for the existing Los Angeles Avenue/Spring Road interchange was performed in September 2007. The existing traffic data was analyzed and the year 2012 was generated. Review of existing and 2012 future traffic demand forecasts developed the Year 2030 future traffic forecast data. Tables 1-3 show the existing and two future traffic volumes under the no build project alternative

Table 1
Existing Average Daily Traffic Volumes

Location	AM Peak (veh/hr)	PM Peak (veh/hr)
West		
Moorpark Ave	800	1,000
Spring St.	870	1,060
East		
Moorpark Ave	840	1,030
Spring St.	1,010	1,040

Notes: veh/hr – vehicles per hour

Table 2
Year 2012 Average Daily Traffic Volumes

Location	AM Peak (veh/hr)	PM Peak (veh/hr)
West		
Moorpark Ave	950	1,080
Spring St.	1,030	1,210
East		
Moorpark Ave	960	1,260
Spring St.	1,060	1,230

Notes: veh/hr – vehicles per hour

Table 3
Year 2030 Average Daily Traffic Volumes

Location	AM Peak (veh/hr)	PM Peak (veh/hr)
West		
Moorpark Ave	1,670	1,900
Spring St.	2,270	2,070
East		
Moorpark Ave	1,620	2,230
Spring St.	1,830	2,400

Notes: veh/hr – vehicles per hour

Table 4 summarizes the existing results of the Level of Service (LOS) analysis under no build conditions. Under the existing conditions, the intersection of Moorpark and Los Angeles Avenue operates at LOS "D" during the AM and PM peak hours. The intersection of Spring Road and Los Angeles Avenue operates at LOS "C" during the AM Peak hours and LOS "D" during the PM peak hours, under the no build alternative.

Table 5 summarizes the Year 2012 level of service analysis under the no build alternative, compared to the existing conditions (from Table 4). The intersection of Moorpark and Los Angeles Avenue will operate at LOS "C" during the AM Peak hours and level of "D" for the PM peak hours. The intersection of Spring Road and Los Angeles Avenue will operate at LOS "E" during the AM and PM peak hours under the no build alternative.

Table 6 summarizes the Year 2030 level of service analysis projections under the no build alternative, compared to the existing conditions (from Table 4). The intersection of Moorpark and Los Angeles Avenue will operate at LOS "D" during the AM Peak hours and level of "E" for the PM peak hours. The intersection of Spring Road and Los Angeles Avenue will operate at LOS "F" during the AM and PM peak hours under the no build alternative. Table 7 shows the levels of service for intersections with traffic signals.

Table 4
Existing Level of Service

Intersection	AM Peak	LOS	PM Peak	LOS
Moorpark & Los Angeles	38.7 sec.	D	40.2 sec.	D
Spring & Los Angeles	34.0 sec.	C	46.4 sec.	D

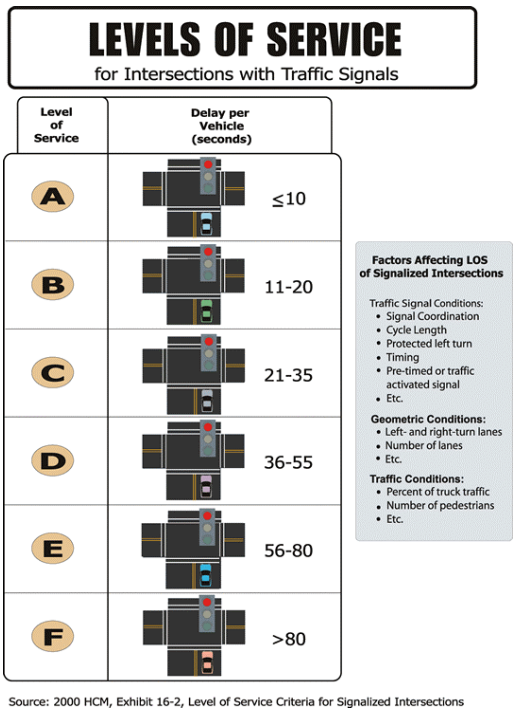
Table 5
Year 2012 Level of Service (No Build)

Intersection	AM Peak	LOS	PM Peak	LOS
Moorpark & Los Angeles	33.4 sec.	C	44.3 sec.	D
Spring & Los Angeles	57.2 sec.	E	68.6 sec.	E

Table 6
Year 2030 Level of Service (No Build)

Intersection	AM Peak	LOS	PM Peak	LOS
Moorpark & Los Angeles	48.0 sec.	D	64.3 sec.	E
Spring & Los Angeles	115.6 sec.	F	173.5 sec.	F

Table 7
Levels of Service for Intersections with Traffic Signals



Source: 2000 HCM, Exhibit 16-2, Level of Service Criteria for Signalized Intersections

1.5.2 Geometric Deficiencies

There is a need to accommodate safety enhancements at the SR-118/Spring Road interchange:

- SR-118 approaching on either side of the highway has 6 lanes that merge to 4 lanes. This creates vehicle weaving and a choking point for congestion.
- SR-118 within the project limits has insufficient capacity to accommodate high traffic volumes, resulting in congestion and delays that substantially affect local access and emergency access.
- On SR-118 the LOS at the intersections between Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road are forecasted to operate deficiently under the no build alternative.
- SR-118 has unsafe pedestrian access; the proposed project will improve sidewalks, curb ramps and pedestrian crossings.

1.5.3 Analysis of Accident Data

The Traffic Accident data for Los Angles Avenue between Moorpark Avenue and Spring Road was obtained for 2002 through 2006. During this four-year period, a total of 95 accidents occurred along this stretch of road. The majority of accidents were rear-end accidents (80 percent), and 52 percent of accidents occurred within 50 feet of an intersection. Injury accidents comprised 28 percent of the total with no fatalities during the study period. The accident rate for this stretch of Los Angeles Avenue for the past four years is 1.47 accidents per million vehicle miles. This is lower than the typical accident rate for divided arterials with 1.7 accidents per million vehicle miles. The proposed project will reduce congestion along this stretch of roadway which will tend to reduce certain types of accidents, such as rear-end accidents.

1.6 PROJECT DESCRIPTION

The proposed project is to widen Los Angeles Avenue from Moorpark Avenue to 426.5 feet east of Spring Road. This section of Los Angeles Avenue would be widened from a four-lane to a six-lane (12 feet each) conventional highway with a painted median (14 feet), along a 0.5 mile project limit. A new traffic signal will be installed at the intersection of Millard Street/Los Angeles Avenue. Safety features of the project include improved pavement sections, emergency lanes, painted median, sidewalks, curb ramps, and pedestrian crossings. A storm drain system would also be incorporated into the project design and constructed to compliment the project. In addition, the project would require relocating or replacing streetlights, manholes and landscaping; installation of a traffic signal at the intersection at Millard Street/Los Angeles Avenue, and the relocation of traffic signals at the intersections of Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road.

The terrain along Los Angeles Avenue is generally flat, and the horizontal alignment is on a tangent, with the street being crowned at the centerline. The intersections at Moorpark Avenue and Spring Road are signalized and at grade. The north side of Los Angeles Avenue from Moorpark Avenue heading east is bordered by homes, residential rear yards, a soundwall, and parkway landscaping. Southern California Edison utility poles are in place along the north side of Los Angeles Avenue within the project boundary. Curb, gutter, and sidewalk bound both sides of the street except along the southern portions of the project

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	118	28.170–28.973	5	10

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
MICHAEL IP
No. 43671
EXP. 03/31/07
CIVIL
STATE OF CALIFORNIA

CITY OF MOORPARK
799 MOORPARK AVENUE
MOORPARK, CA 93021

BOYLE ENGINEERING CORPORATION
5851 THILLE STREET, SUITE 201
VENTURA, CA 93003

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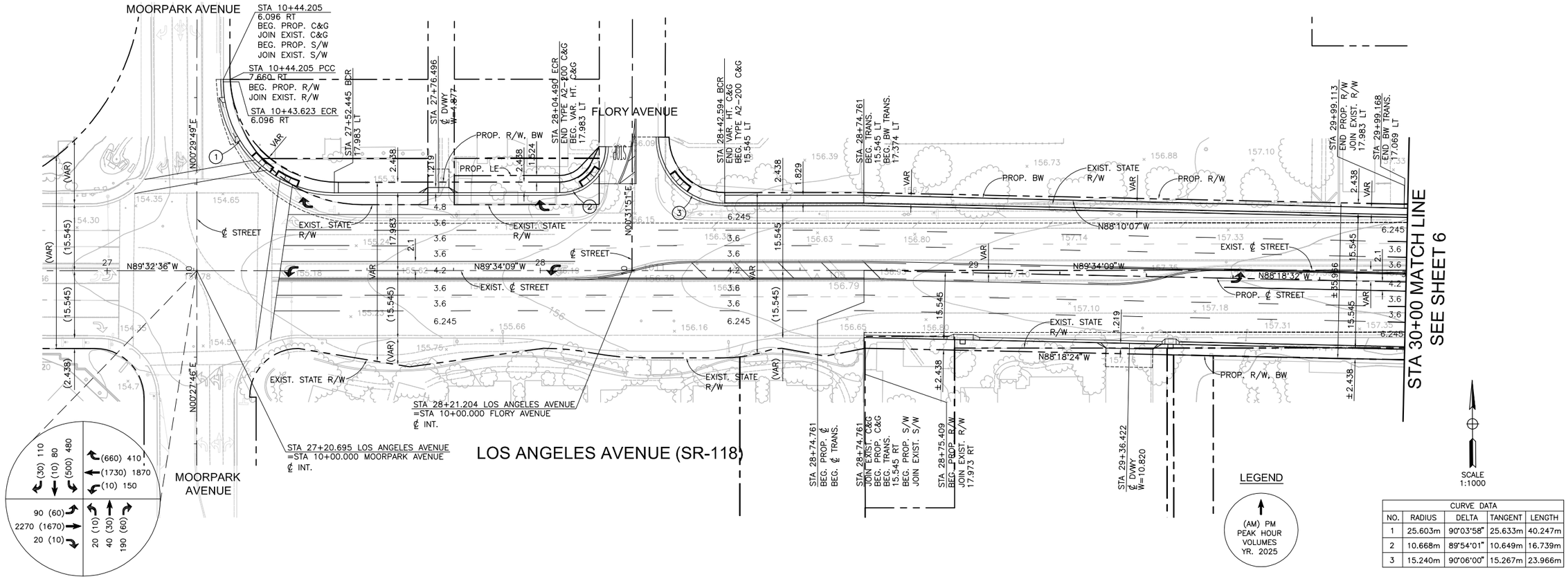
PROJECT ENGINEER
MICHAEL IP

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
PROJECT STUDIES



LEGEND

(AM) PM
PEAK HOUR
VOLUMES
YR. 2025

SCALE
1:1000

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2	10.668m	89°54'01"	10.649m	16.739m
3	15.240m	90°06'00"	15.267m	23.966m

SOURCE: BOYLE ENGINEERING COPORATION

PROJECT FOOTPRINT MAP
LOS ANGELES AVENUE ROAD WIDENING
MOORPARK, CALIFORNIA

Tetra Tech, Inc.
4213 State Street, Suite 100
Santa Barbara, CA 93110-2847

TC#	DATE	DRAWN BY	DRAWING NO.	FIGURE NO.
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DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	118	28.170–28.973	6	10

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — MICHAEL IP — No. 43671 — EXP. 03/31/07 — CIVIL — STATE OF CALIFORNIA

CITY OF MOORPARK
799 MOORPARK AVENUE
MOORPARK, CA 93021

BOYLE ENGINEERING CORPORATION
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VENTURA, CA 93003

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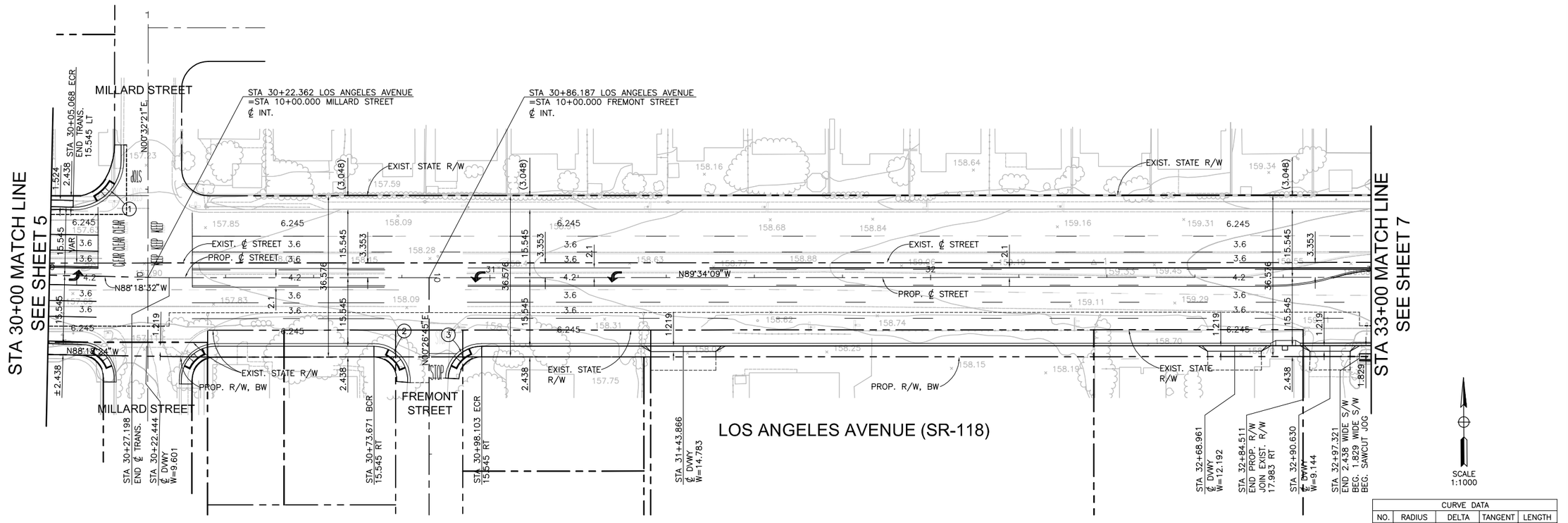

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2	7.620m	94°14'04"	8.205m	12.533m
3	7.620m	87°23'17"	7.280m	11.622m

SOURCE: BOYLE ENGINEERING COPORATION

PROJECT FOOTPRINT MAP
LOS ANGELES AVENUE ROAD WIDENING
MOORPARK, CALIFORNIA

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STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
PROJECT STUDIES

PROJECT ENGINEER
MICHAEL IP

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DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	118	28.170–28.973	7	10

Caltrans Metric

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — MICHAEL IP — No. 43671 — EXP. 03/31/07 — CIVIL — STATE OF CALIFORNIA

CITY OF MOORPARK
799 MOORPARK AVENUE
MOORPARK, CA 93021

BOYLE ENGINEERING CORPORATION
5851 THILLE STREET, SUITE 201
VENTURA, CA 93003

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PROJECT ENGINEER — MICHAEL IP

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION

PROJECT STUDIES

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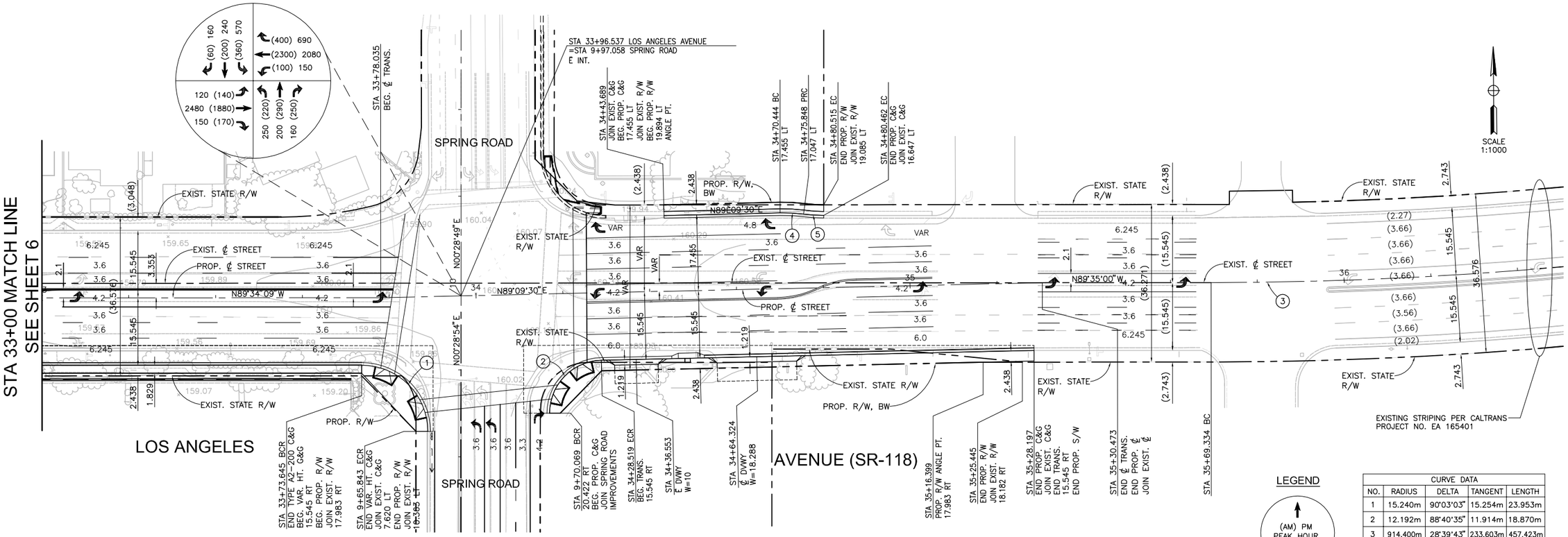

LEGEND

(AM) PM PEAK HOUR VOLUMES YR. 2025

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1	15.240m	90°03'03"	15.254m	23.953m
2	12.192m	88°40'35"	11.914m	18.870m
3	914.400m	28°39'43"	233.603m	457.423m
4	35.966m	08°38'29"	2.717m	5.425m
5	35.966m	07°22'58"	2.320m	4.634m

SOURCE: BOYLE ENGINEERING COPORATION

PROJECT FOOTPRINT MAP
LOS ANGELES AVENUE ROAD WIDENING
MOORPARK, CALIFORNIA

Tetra Tech, Inc.
4213 State Street, Suite 100
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boundary. Between Millard Street and Spring Road, the south side of Los Angeles Avenue is largely unimproved and bounded by yards and driveways of existing homes.

A major component of the project would involve additional ROW acquisition. Due to the high property values along the project's limit, street improvements will mostly occur on the south side of Los Angeles Avenue where the cost is less and the relocation of public utilities is minimal (Figures 6 and 7).

- On the north side of Los Angeles Avenue east of Spring Road, the project is constrained by the existing commercial development.

- On the north side of Los Angeles Avenue between Spring Road and Millard Street, the project is constrained by existing improvements including residential rear yards, a block wall, parkway landscaping, and utility poles. Within this segment, the required street widening (and ROW acquisition) would occur on the south side of the street.

- Between Millard Street and Flory Avenue, widening and ROW acquisition is proposed on the south side of the street only.

- Between Flory Avenue and Moorpark Avenue, widening and ROW acquisition would only occur on the north side of Los Angeles Avenue.

Chapter 2 of this document identifies each parcel by Assessor's Parcel Number (APN) and includes the total parcel and required areas.

Pursuant to the approval of this Environmental Document, the City would also be required to obtain a Caltrans encroachment permit. The project's ROW acquisition does not require approval of a General Plan Amendment or a Zone Change because the City's General Plan Circulation Element identifies Los Angeles Avenue as a six-lane arterial with a typical ROW width including six 12-foot travel lanes, a 14-foot painted median, and two 8-foot emergency lanes.

1.7 ALTERNATIVES

Alternatives for the proposed project are the Proposed Build Alternative and No-Build Alternative. These alternatives are described below.

1.7.1 Alternative 1 Ultimate Build Out (Proposed Build Alternative)

The proposed project would be to widen Los Angeles Avenue between Moorpark Avenue and Spring Road from a four-lane to a six-lane conventional highway. The estimated construction project cost is $990,000. The proposed improvements would widen Los Angeles Avenue to its ultimate half-street design width of 59 feet. Additional widening would occur on the north side of Los Angeles Avenue between Moorpark Avenue and Flory Avenue, to include an additional 6 feet for a dedicated right-turn lane for westbound traffic at the Los Angeles Avenue/Moorpark Avenue intersection. The existing centerline of Los Angeles Avenue would shift 11 feet to the south. This shift would begin approximately 177.2 feet east of Flory Avenue and would rejoin the existing street centerline approximately 439.6 feet east of Spring Road. This centerline shift would allow the north and south sides of Los Angeles Avenue within the project limits to be at their ultimate half-street design widths without having to reconstruct a large portion of the north side of Los Angeles Avenue (see Figures 3 through 5).

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DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	118	28.170–28.973	1	2

Caltrans Metric

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL LAND SURVEYOR — Steven M. Howell (NAME) — Exp. 06-30-04 — No. 5758 — STATE OF CALIFORNIA

CITY OF MOORPARK
799 MOORPARK AVENUE
MOORPARK, CA 93021

BOYLE ENGINEERING CORPORATION
5851 THILLE STREET, #201
VENTURA, CA 93003

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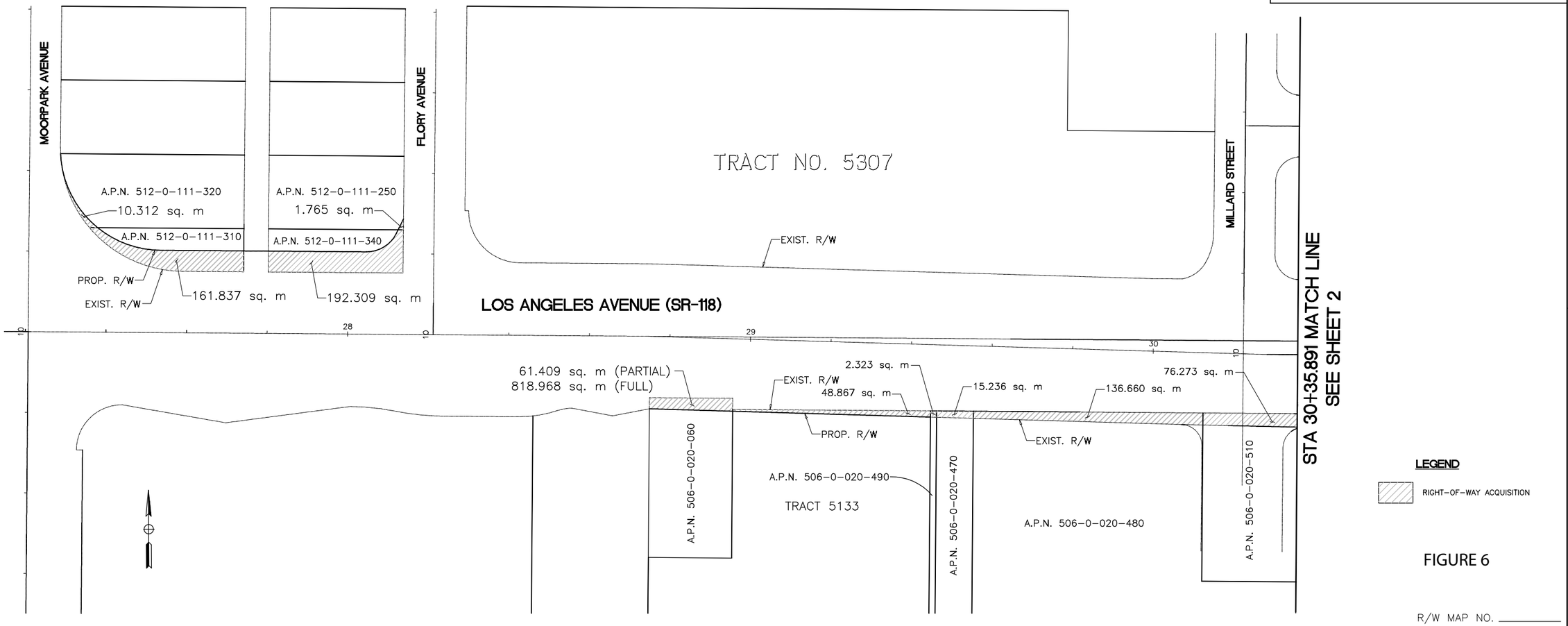

LEGEND

RIGHT–OF–WAY ACQUISITION

FIGURE 6

R/W MAP NO. _____

GRANTOR NOTES

NOTES

COORDINATES AND BEARINGS ARE ON CCS NAD83, ZONE 5. DISTANCES AND STATIONING ARE GROUND DISTANCES. MULTIPLY BY 0.99995605 TO OBTAIN GRID DISTANCES. TO CONVERT METERS TO U.S. SURVEY FEET, MULTIPLY DISTANCES BY 3.28083989501.

SUPPLEMENTARY INFORMATION MAY BE OBTAINED AT THE DISTRICT OFFICE FROM THE RIGHT–OF–WAY ENGINEERING OR SURVEYS BRANCH.

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE CALIFORNIA COORDINATE SYSTEM ZONE 5 AND IS BASED ON A LINE BETWEEN CA DIV OF HWYS 2nd ORDER STATION "HITCH NO 2 1975" AND CO. OF VENTURA 2nd ORDER STATION "F 1134 1961, I.E. NORTH 44°34'57" EAST.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY

RIGHT-OF-WAY EXHIBIT MAP

0 10 20 40 60

SCALE IN METERS

SCALE: 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION — Caltrans

PROJECT ENGINEER — MICHAEL IP

	DATE	REVISED	BY	DATE	REVISED	BY
CALCULATED/ DESIGNED						
CHECKED						

LAST REVISION 00-00-00

DWG: F:\MOORPRK_CITY\15583.00\CAD\XRef\row.dwg
DATE: Feb 09, 2007 9:53am
USER: drolnes
XREFS: roadbase topo rdbase_spring ROW_BDR

DWG: F:\MOORPRK_CITY\15583.00\CAD\XRef\row.dwg
DATE: Feb 09, 2007 9:53am
USER: drolnes
XREFS: roadbase topo rdbase_spring ROW_BDR IMAGES:

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DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	118	28.170–28.973	2	2

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL LAND SURVEYOR — Steven M. Howell (NAME) — Exp. 06-30-04 — No. 5758 — STATE OF CALIFORNIA

CITY OF MOORPARK
799 MOORPARK AVENUE
MOORPARK, CA 93021

BOYLE ENGINEERING CORPORATION
5851 THILLE STREET, #201
VENTURA, CA 93003

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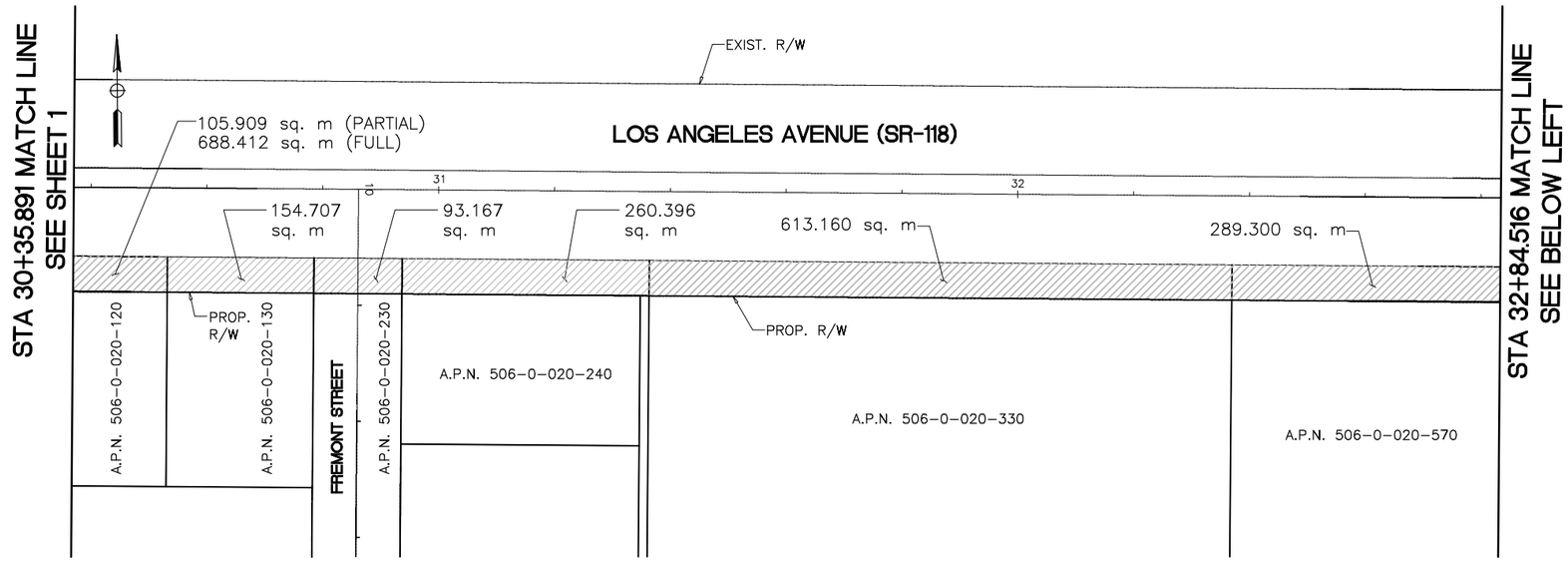

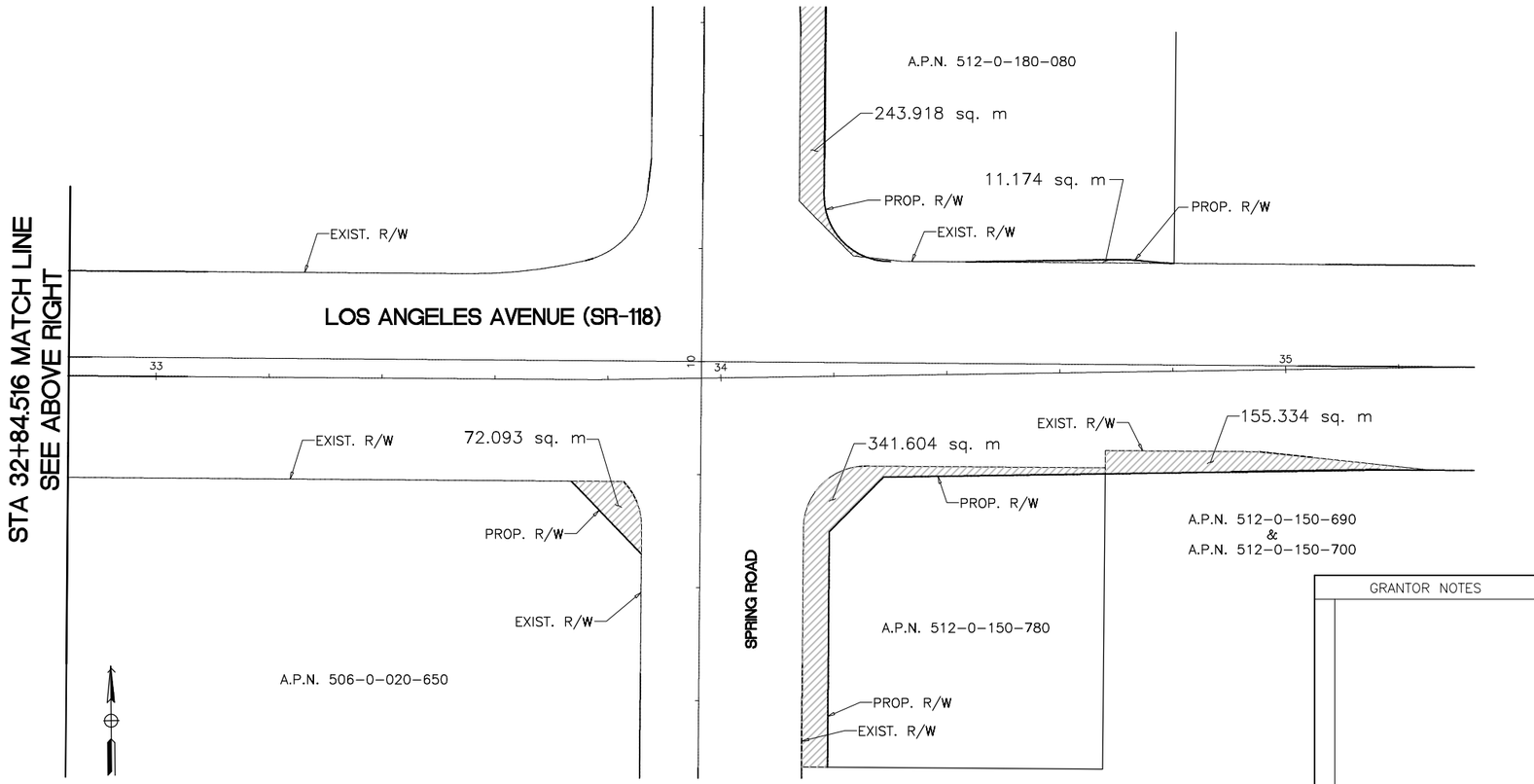

LEGEND

RIGHT-OF-WAY ACQUISITION

FIGURE 7

R/W MAP NO. _____

GRANTOR NOTES	NOTES
	COORDINATES AND BEARINGS ARE ON CCS NAD83, ZONE 5. DISTANCES AND STATIONING ARE GROUND DISTANCES. MULTIPLY BY 0.99995605 TO OBTAIN GRID DISTANCES. TO CONVERT METERS TO U.S. SURVEY FEET, MULTIPLY DISTANCES BY 3.28083989501. SUPPLEMENTARY INFORMATION MAY BE OBTAINED AT THE DISTRICT OFFICE FROM THE RIGHT-OF-WAY ENGINEERING OR SURVEYS BRANCH.
	BASIS OF BEARINGS
	THE BASIS OF BEARINGS IS THE CALIFORNIA COORDINATE SYSTEM ZONE 5 AND IS BASED ON A LINE BETWEEN CA DIV OF HWYS 2nd ORDER STATION "HITCH NO 2 1975" AND CO. OF VENTURA 2nd ORDER STATION "F 1134 1961, I.E. NORTH 44°34'57" EAST.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY

RIGHT-OF-WAY EXHIBIT MAP

0 10 20 40 60

SCALE IN METERS

SCALE: 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION — Caltrans

PROJECT ENGINEER: MICHAEL IP

DATE	REVISED BY	DATE	REVISED BY

CALCULATED/DESIGNED BY

CHECKED BY

DWG: F:\MOORPRK_CITY\15583.00\CAD\XRef\row.dwg USER: draines
DATE: Feb 06, 2007 10:37am XREFS: roadbase topo rdbase_spring ROW_BDR IMAGES:

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DATE: Feb 06, 2007 10:37am XREFS: roadbase topo rdbase_spring

LAST REVISION 00-00-00

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Much of existing pavement would not be impacted during project construction. The proposed top of curb profile would be established by extending the existing slope to the ultimate street width. Ultimate street widths would be established by saw-cutting existing pavement and constructing curb and gutter at the ultimate widths. Sidewalk would be constructed adjacent to the curb; curb ramps and pedestrian crossings would be constructed at each street intersection within the project limits.

Existing features such as street lights, traffic signal poles, drainage structures, manholes, valves, and meters would be relocated, replaced, or modified as needed. A new traffic signal would be installed at Los Angeles Avenue/Millard Street, and existing traffic signals would be improved to alleviate deficiencies at two intersections: Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road.

1.7.2 Alternative 2 No-Build Alternative

The existing Los Angeles Avenue (SR 118) alignment is the main thoroughfare through Moorpark and carries a significant volume of truck traffic. The No-Build Alternative would result in the continued operation of Los Angeles Avenue in its current configuration. It would avoid the potential environmental impacts and ROW impacts associated with the Proposed Build Alternative. Except for normal maintenance, there would be no substantial improvements made to this segment of Los Angeles Avenue. The primary deficiency of the existing section of Los Angeles Avenue, specifically within the project limits, is insufficient capacity due to high traffic volumes, resulting in congestion and delays that substantially affect local access. The No-Build Alternative would not meet the proposed project's objectives.

1.8 PERMITS AND APPROVALS NEEDED

The following permits, reviews, and approvals would be required for project construction:

Agency	Permits	Status
Caltrans	Encroachment Permit	To be acquired
State Water Quality Control Board and Los Angeles Regional Water Quality Control Board	National Pollutant Discharge Elimination System (NPDES) Permits:	To be acquired
	NPDES General Permit for Storm Water Discharges from Construction Activities Order 99-08-DWQ/CAS00002 (General Construction Permit)	The City is a co-permittee for the NPDES Municipal Storm Water Permit (NPDES No. CAS004002)
	NPDES General Permit for Storm Water Discharges from Caltrans Order No. 99-06-DWQ/CAS000003 (Caltrans Permit)	To be acquired
Caltrans	Transportation Management Plan	To be developed

Agency	Permits	Status
City of Moorpark	Acquisition of additional ROW will comply with standards set by the Caltrans Relocation Assistance Program and Federal Uniform Relocation Assistance and Property Acquisition Policies Act of 1970	Acquisition of right-of-way is estimated to take 1 year.
	Tree Survey and Report	Completed
City of Moorpark	Approval per the Storm Water Management Program (SWMP) and associated Storm Water Quality Urban Impact Mitigation Plan (SQUIMP)	To be completed

2.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION &/OR MITIGATION MEASURES

This section describes the potential impacts that would occur from the Proposed Build Alternative relative to the following resource areas: land use, growth, community impacts, utilities/emergency services, traffic and transportation/pedestrian, visual/aesthetics, cultural resources, hydrology and floodplain, water quality and storm water runoff, geology/soils/seismic/topography, hazardous waste/materials, air quality, noise, and biological resources. Potential impacts from implementing the Proposed Build Alternative are addressed. There would be no potential environmental impacts resulting from the No-Build Alternative.

Several Technical Studies were prepared as part of this Mitigated Negative Declaration (MND):

- *Air Quality Technical Study.* Tetra Tech, Inc. (Tetra Tech), February 2008
- *Archaeological Study Report.* Archaeological Advisory Group and the Planning Corporation, May 2006
- *Biological Assessment.* Planning Corporation, January 2004
- *Community Impact Assessment.* LSA Associates, Inc. (LSA), September 2007
- *Historic Property Survey Report*. Chattell Architecture, Planning & Preservation, Inc., February 2006
- *Initial Site Assessment Update.* Tetra Tech, October 2006
- *Noise Technical Study.* Acentech Inc. (Acentech), September 2008
- *Storm Water Data Report*. Boyle Engineering, October 2007
- *Traffic Analysis.* Austin-Foust Associates, Inc. (Austin-Foust), September 2007
- *Tree Report*. The Oak Collaborative, October 2006
- *Visual Resources Impact Assessment.* Planning Corporation, November 2003

Completion of the California Environmental Quality Act (CEQA) Environmental Checklist (Appendix A) indicated there would be no project impacts on farmlands/ timberlands, mineral resources, or paleontological resources. Consequently, there is no further discussion regarding these issues in this document.

- Farmlands/Timberlands: This section of Los Angeles Avenue is in a highly urbanized area, and no farmlands/timberlands are present.
- Mineral Resources: This section of Los Angeles Avenue is in a highly urbanized area, and no known valuable mineral resources are present.

- Paleontological Resources: An *Archaeological Study Report* prepared for this project identified no paleontological resources within the project site during the site survey (Archaeological Advisory Group 2006). The project would require excavating severely compacted soils to establish a road base for the additional travel lanes. The shallow nature of the proposed excavation significantly reduces the probability of encountering paleontological resources.

2.1 HUMAN ENVIRONMENT

2.1.1 Land Use

The following items are discussed under land use: existing and future land use, consistency with state, regional, and local plans; and parks and recreation. Much of the information for this section has been summarized from the *Community Impact Assessment* (LSA 2007) prepared for this project.

2.1.1.1 Existing and Future Land Use

Affected Environment

Site surveys within the project area indicate existing land use patterns comprise a diverse mixture of apartments, new condominium developments, new single-family residential developments, older single-family units, and vacant multifamily residential development interspersed with commercial shopping centers, offices, and retail uses. The diversity of land uses is indicative of recent development pressure, as evidenced by new commercial and residential properties mixed in with older land uses along a peripheral arterial road.

Business activity between Spring Road and Millard Street consists of an office and retail center, the Gateway Plaza commercial center located on the southwest corner, and a hair and nail salon in an adjacent building to the west. Businesses in the Gateway Plaza commercial center are varied and consist of realty, veterinary, and math tutor offices; a restaurant; a cafe; and a mortgage company. Additional business establishments that are part of the complex are located on the southeast side of the building facing Spring Road. The Gateway Plaza commercial center is well maintained and appears to serve a broad demographic. Vehicular access is provided from both Los Angeles Avenue and Spring Road. Pedestrian access also exists along Los Angeles Avenue. Businesses between Flory Avenue and Moorpark Avenue consist of a restaurant and a tarot card reading service; both are located within a single building.

Future land use outside the project limits but within close proximity 804 meters (0.5 mile) of the project area includes a mix of shopping centers, residences, and office buildings (Table 8; City of Moorpark 2006a).

Table 8
Future Residential and Commercial Projects Within the Project Area

Applicant Developer	Project Description	Location
Nearon Enterprises, LLC	Shopping Center	Southwest corner of Los Angeles Avenue and Miller Parkway
Grand Moorpark	Medical Office Building	601-699 W. Los Angeles Avenue
The Renaissance Center	Office Building	145 Park Lane

Table 8 (Continued)
Future Residential and Commercial Projects Within the Project Area

Applicant Developer	Project Description	Location
Kylexa Enterprises, LLC	Shopping Center	South side of Los Angeles Avenue, east of Park Lane
Tuscany Square Partners, LLC C/O Greeneway Development, Inc.	Shopping Center	South side of Los Angeles Avenue, west of Moorpark Avenue
Shea Homes	77 Detached and Duplex Condominiums	South of Los Angeles Avenue at Millard Street
Shea Homes	102 Detached and Duplex Condominiums	South of Los Angeles Avenue between Spring Road and Fremont Street

Impacts

The proposed project would not physically divide any established community. The existing Los Angeles Avenue alignment is a natural separation between the northern and southern portions of the City.

The proposed project may impact the property values of the businesses located in the project area. The potential change in commercial property values would result from changes in several factors including access, circulation, and visibility that would occur after project implementation. The proposed project is anticipated to improve access and traffic circulation within the project area. As such, property values in the project area may experience a modest increase. Property values for the remainder of the project area (not directly impacted by full or partial acquisitions) are not anticipated to change with implementation of the proposed improvements.

Construction activity would have some impact on vehicular and pedestrian access to businesses along Los Angeles Avenue, specifically the restaurant on the northeast corner of Los Angeles Avenue and Moorpark Avenue, the Gateway Plaza commercial center on the southwest corner of Los Angeles Avenue and Spring Road, and the gas station/commercial center on the southeast corner of Los Angeles Avenue and Spring Road. The construction would result in temporary disruptions to parking and access. Temporary impacts on parking area access would occur due to the reconstruction of a driveway apron at Gateway Plaza; however, all parking would remain available on-site during the construction period.

Construction activity would temporarily impair pedestrian access to businesses along Los Angeles Avenue. Such impacts are the result of sidewalk closures on the south side of Los Angeles Avenue between Spring Road and Millard Street, on both sides of the street between Spring Road and Millard Street, and on the north side of the street between Flory Avenue and Moorpark Avenue.

Before starting construction activities, the City shall obtain Caltrans's approval of the conceptual design and obtain subsequent Caltrans encroachment permit for the project. The project design consultant shall prepare legal descriptions of all parcels, or portions, thereof, proposed for acquisition. The City shall retain the services of a consultant to assist in the acquisition of ROW request for project completion.

The partial and full property acquisitions directly adjacent to this roadway are not considered significant as long as measures to minimize harm described in 2.1.3.2 are adhered to by the City. The majority of these parcels do not contain any structures:

- **North side of Los Angeles Avenue.** Between Flory Avenue and Moorpark Avenue, partial acquisitions would impact the sidewalk and landscaping belonging to the residence at 41 Flory Avenue.

- **South side of Los Angeles Avenue.** Between Millard Street and Flory Avenue, full property acquisition would remove one residence at 148 East Los Angeles Avenue (APN 506-020-060), and partial property acquisitions would impact the sidewalk and landscaping features. The property at 148 East Los Angeles Avenue is not currently compliant with the City's setback requirements. Between Millard Street and Fremont Street, a potential full property acquisition would remove one residence at 240 East Los Angeles Avenue (APN 506-0-020-120). East and West of Spring Road, partial property acquisition could impact existing streetscape landscaping.

- **West side of Spring Road at Los Angeles Avenue.** Partial property acquisition would require the removal of existing streetscape landscaping and an existing water fountain within the Gateway Plaza commercial center.

Avoidance, Minimization and/or Mitigation Measures

The City will ensure that access to all commercial properties is maintained during construction and after project implementation. The City will replace all sidewalks and streetscape infrastructure as part of the construction of the Proposed Build Alternative.

2.1.1.2 Consistency with State, Regional, and Local Plans

Affected Environment

City of Moorpark General Plan. The City's General Plan was reviewed in order to understand the development trends, land use–related goals, and specific policies of the local jurisdictions that could be affected by the proposed project. Please refer to the *Community Impact Assessment* (LSA 2007) for more detailed discussion. Relevant land use-related goals and policies stipulated in the General Plan are summarized below:

- **Land Use Goal 1**: Attain a balanced City growth pattern which includes a full mix of land uses. The Land Use Element anticipates significant growth in the City.

- **Circulation Goal 1:** Provide a transportation system that supports the land use plan in the General Plan and provides for the safe and efficient movement of people, goods, and services within, into, out of, and through the City of Moorpark.

No applicable habitat conservation plans or natural communities plan governs the project area.

Regional Transportation Plan. The 2004 Regional Transportation Plan (RTP), which was found to conform by SCAG on April 1, 2004, describes the project as "New Los Angeles Ave Spring St to Rt 23 (Moorpark Ave) widen from 4 to 6 lanes." The project is fully funded and is listed in the 2004 RTP

(Technical Appendix I–Project Lists, page I-88). The Federal Highway Administration (FHWA) and Federal Transit Agency (FTA) issued a federal conformity determination for the 2004 RTP on June 7, 2004. The design and scope of the proposed project are consistent with the 2004 RTP.

Regional Transportation Improvement Plan. The project is also included in the SCAG financially constrained 2006 RTIP (Project Listings–Volume 3 of 3 State Highway Listing, page 26). The SCAG 2006 RTIP was found to conform by FHWA and FTA on October 2, 2006. The design concept and scope of the proposed project are consistent with the project description in the 2006 RTIP and the assumptions in the SCAG regional emissions analysis.

Impacts

The proposed road widening would be consistent with the goals and policies of the City's General Plan Circulation Element (Austin-Foust 1992), which emphasizes the need for a circulation system capable of accommodating the existing developments along with the amount of growth expected to occur. These improvements are deemed necessary in order to facilitate traffic flow and emergency access within the City's circulation system. All of the area identified for ROW acquisition under the Proposed Build Alternative is within the ultimate ROW exhibits included in the City's Circulation Element (Austin-Foust 1992).

Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are required for consistency with state, regional, and local plans.

2.1.1.3 Parks and Recreation

Affected Environment

There are five parks located within a 1.61 kilometer (km) (1 mile) radius of the project site. They are Poindexter Park, Magnolia Park, Villa Campesina, Arroyo Vista Community Park, and Peach Hill Park. Poindexter Park is the closest park to the project area, located approximately 1,000 meters (3,280 feet) north of Los Angeles Avenue and 304.8 meters (1,000 feet) west of Moorpark Avenue. Arroyo Vista Community Park is the largest of the five, which indicates it may serve a greater area.

Impacts

The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are required for parks and recreation.

2.1.2 Growth

2.1.2.1 Regulatory Setting

The CEQA requires analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

Growth inducement is defined as the relationship between the proposed project and growth within the project area. New employees from commercial and industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have the secondary effect of expanding the size of the local markets and inducing additional economic activity in the area. A project could indirectly induce growth by reducing or removing barriers to growth, thereby acting as a catalyst for future unrelated growth in the area.

2.1.2.2 Affected Environment

As discussed under Land Use (2.1.1) the project area is undergoing planned development with construction of shopping centers, office buildings, and residences. This growth and development has been planned for in the City's General Plan. As a result of possible increased growth and increased traffic, traffic mobility and congestion along Los Angeles Avenue between Moorpark Avenue and Spring Road has resulted in substantial traffic delays and congestion.

2.1.2.3 Impacts

The widening of Los Angeles Avenue from four lanes to six lanes may indirectly create growth opportunities along Los Angeles Avenue in the City and in immediately surrounding areas. Improved circulation along this corridor may reduce the cost of development by reducing the cost of necessary frontage improvements typically required by developers during the processing of a commercial or residential application.

The proposed road improvements would have beneficial impacts on existing traffic deficiencies and would facilitate movement of increased traffic resulting from planned growth in the project area. The proposed project would provide local and regional traffic congestion relief by facilitating the flow of existing automobile and truck traffic, and accommodating planned growth. It would facilitate the flow of goods and services throughout the project area. Additionally, the project would enhance safety by improving pedestrian access, bicycle facilities within the project limits, and emergency vehicle access through improved operations and reduced vehicle delays.

The project would not open up undeveloped areas to new development. Although the project might not foster population growth, it could result in incremental economic growth in the area, as it would contribute to the overall economic success of the adjacent commercial areas. The inducement of incremental economic growth in the area, as a result of the proposed road improvements, could therefore be a beneficial impact. No new water or sewer infrastructure would be needed as part of the proposed project. Project implementation would not be an obstacle to growth.

2.1.2.4 Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are required for growth-inducing impacts.

2.1.3 Community Impacts

The community impacts section includes a discussion of community character and cohesion, relocations, and environmental justice.

2.1.3.1 Community Character and Cohesion

Regulatory Setting

Under the CEQA, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

The information provided in this section is summarized from the *Community Impact Assessment* (LSA 2007). The study area for the *Community Impact Assessment* is defined by a single census tract, Census Tract 76.02.

Affected Environment

Population. According to SCAG projections, the population within the SCAG region is expected to grow to 22.89 million by 2030, an increase of 6.26 million from 2000. By 2030, Ventura County is projected to add 237,000 people (an increase of 31 percent from the 2000 population of 753,197), less than 4 percent of the region's total increase.

The City was the fastest-growing city in Ventura County, with a 23 percent increase in population from 1990 to 2000 (U.S. Census Bureau 1990, 2000). The rate of growth is expected to stabilize, as SCAG projections estimate the City population to be 44,768 in 2030, a 42 percent increase from 2000 (31,274). The 2000 population of the census tract that comprises the study area was 8,329.

Age and Special Needs Population. Table 9 shows the population distribution by age within the County, City, and study area (single census tract, Census Tract 76.02).

Table 9
Age Distribution

	Percentage			
	Population < 18	Population 18–64	Population > 65	Transportation-Dependent Population
Ventura County	28	62	10	38
City of Moorpark	34	62	5	39
Study Area	35	61	4	39

Source: U.S. Census Bureau, Census 2000.

The SCAG projections indicate the percentage of senior citizens in the Southern California region will continue to rise over the next two decades. Approximately one in six people is expected to be a senior citizen (defined as a person age 65 and older) in 2025. Persons under age 18 and over age 65 comprise a

large portion of the transportation-dependent population, and for the purpose of this analysis, that category is considered to consist exclusively of these two groups. According to the U.S. Census Bureau, persons over the age of 65 represented 5 percent of the population within the City, while persons under age 18 and over age 65 would place increased demands on existing public transportation using roadways in the project area.

Ethnicity. The Hispanic population has increased to the extent that the white non-Hispanic population no longer makes up a single majority (Table 10). SCAG reports that this trend will continue for the Southern California region, where Hispanics are projected to become the dominant population by 2030. Ventura County is the only county in the region where white non-Hispanics would comprise the largest minority group; they are projected to represent 46 percent of the population in 2030.

Table 10
Ethnic Composition

	Percentage							
Year	White Non-Hispanic	Black	American Indian, Eskimo, or Aleut	Asian or Pacific Islander	Hawaiian	Other Race	Two or More Races	Hispanic
California								
1990	57	7	0.7	9	N/A	0.2	N/A	25
2000	47	6	0.5	11	0	0.2	3	32
Ventura County								
1990	66	2	0.5	5	N/A	0.1	N/A	26
2000	57	2	0.4	5	0.2	0.1	2.3	34
City of Moorpark								
1990	70	1	0.3	6	N/A	0.2	N/A	22
2000	62	2	0.2	4	0.2	0.3	3	28
Study Area								
1990	56	1	0.7	3	N/A	0.2	N/A	40
2000	36	1	0	2	0.5	0.3	4	57

Source: U.S. Census Bureau, Census 2000.

White non-Hispanics represent a higher percentage of population in the City (62 percent) than in the County (57 percent) and state (47 percent). U.S. Census data show the City's white non-Hispanic population decreased from 70 percent of the total population in 1990 to 62 percent in 2000, while the Hispanic population increased from 22 percent to 28 percent during the same period. The Hispanic population is much higher in the study area (57 percent) than in the City (28 percent), while the white non-Hispanic population is much lower (36 percent in the study area and 62 percent in the City). U.S. Census data show the Hispanic population has increased significantly in the study area, from 40 percent of the population in 1990 to 57 percent in 2000.

Other Demographics. Table 11 shows other demographic characteristics of the study area, City, and County as reported in the 2000 U.S. Census. Population growth in the City (23 percent) was faster than in both the County (13 percent) and state (14 percent).

Table 11
Study Area, Local, Regional, and State Demographic Summaries

Demographic	Study Area	City of Moorpark	Ventura County	California
Population change (1990–2000)	25%	23%	13%	14%
Median household income	$55,580	$76,642	$59,666	$47,493
Persons below poverty	13%	7%	9%	14%
High school graduates (over age 25 years)	64%	85%	80%	77%
College graduates (over age 25 years)	14%	34%	27%	27%
Home ownership rate	57%	83%	68%	57%
Average household size	4.06	3.48	3.04	2.87
Same residence in 1995–2000	48%	54%	50%	47%

Source: U.S. Census Bureau, Census 2000.

Housing. As of 2000, home ownership rates were higher in the City (83 percent) than the County (68 percent) and state (57 percent) levels, while the home ownership rate was lower in the study area (57 percent) than the City (Table 12).

Table 12
Housing Summaries

	Study Area	City of Moorpark	Ventura County	California
Owner Occupied	57%	83%	68%	57%
Vacancy Rate (all units)	1.5%	1.2%	3.4%	5.8%
Rental Vacancy Rate	0.8%	0.3%	0.9%	1.6%
Median Value for Owner Occupied Housing	$204,600	$273,300	$238,800	$198,900

Source: U.S. Census Bureau, Census 2000.

In 2000, single-family detached units comprised 73 percent of the housing stock, while multifamily units comprised 14 percent (Table 13). Between 1990 and 2000, the largest increase was in multifamily housing (2 to 4 units) with a 127 percent increase; the number of single-family detached units increased by 15 percent.

Table 13
Housing Composition in the City of Moorpark

Housing Types	1990		2000		Percent Change in Units
	Number of Units	Percent of Total	Number of Units	Percent of Total	
Single Family Detached	5,854	74	6,708	73	15
Single Family Attached	865	11	865	9	0
Multifamily (2–4 units)	182	2	414	5	127
Multifamily 5+ units	717	9	843	9	18
Mobile Homes	297	4	305	3	3
Total Housing Units	**7,915**	**100**	**9,135**	**100**	**15**

Sources: U.S. Census Bureau, Census 1990 and Census 2000.

The median home value was higher in the City than in the County and the State, while the value was lower in the study area than in the County overall. According to the California Department of Finance, the median home value in the County has increased by 171 percent between 1980 and 2000, while the median home value in the study area increased by 154 percent. The California Association of Realtors reports that as of July 2005, the median price for a home in the Ventura region[1] was $694,690, while the statewide median was $540,900.

As stated in the City's Housing Element, prepared by CBA Inc. 2001, the City has set an inclusionary goal of 10 to 15 percent affordable units for all new units constructed and collects in-lieu fees from developers to distribute into a Housing Trust Fund. The City also provides density bonuses to developments that include a mix of affordable housing in their projects.

Impacts

The proposed project would have a beneficial impact on community character and cohesion. The project would not physically divide a community or negatively impact any ethnic group within the project area. The proposed road improvements would result in beneficial impacts on the community by improving existing traffic deficiencies and would facilitate movement of increased traffic resulting from planned growth in the project area. The proposed project would benefit the community by facilitating the flow of goods and services throughout the project area. Additionally, it would enhance safety by improving pedestrian access, bicycle facilities within the project limits, and emergency vehicle access through improved operations and reduced vehicle delays.

Avoidance, Minimization and Mitigation Measures

No avoidance, minimization and mitigation measures are required for community character and cohesion.

2.1.3.2 Relocations

Regulatory Setting

The California Department of Transportation (Caltrans) Relocation Assistance Program (R.A.P.) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the R.A.P. is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons would not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, or national origin in compliance with Title VI of the Civil Rights Act (42 United States Code [U.S.C.] 2000d, *et seq*.). Please see Appendix B for the Title VI Statement.

Affected Environment

The proposed project would benefit the affected communities by reducing congestion and the current potential costs of traffic delays caused by existing operations along Los Angeles Avenue.

[1] The Ventura region is defined by the Associations' boundaries that report data to the Multiple Service Listing System, which include the Cities of Ventura, Oxnard, Camarillo, Santa Paula, Fillmore, Port Hueneme, Somis, Calabasas, Westlake Village, Thousand Oaks, Agoura Hills, Agoura, Oak Park, Lakeshore Wood, Simi Valley, and Moorpark.

Two types of effects on properties are considered:

- Full acquisition of property occurs if the entire parcel is within the footprint (ROW) of an alternative or if the majority of the building lies within the footprint of an alternative.

- Partial acquisition of a property occurs if any part of a parcel is within the footprint (ROW) of the alternative but does not require the displacement of the entire property. These impacts range from a sliver or edge of a parcel within the ROW preservation area to substantial portions that fall short of entire displacement. Partial acquisition of a property may result in the transformation of the property into a legal nonconforming parcel.

Impacts

The construction of the proposed project would require the acquisition of private property. Project impacts include both complete acquisition of existing uses and partial acquisitions, which may alter or displace existing uses.

Table 14 identifies the full and partial property acquisitions necessary to implement this estimation. All of this area is within the ultimate ROW exhibits included in the City's circulation element of the General Plan (Austin-Foust 1992). Implementing the Proposed Build Alternative would require one full property acquisition, 148 East Los Angeles Avenue (APN 506-0-020-060) on the south side of Los Angeles Avenue between Freemont Street and Moorpark Avenue. The property is a small lot covering 688.4 square meters (7,410 square feet) and has a small setback from Los Angeles Avenue. The other potential residential displacement, 240 East Los Angeles Avenue (APN 506-0-020-120) is located on the south side of Los Angeles Avenue between Millard Street and Fremont Street. This property is bounded by Millard Street on the west and another single-family residential unit on the east. The City's project design may be able to reduce the potential ROW take on APN 506-0-020-120 to only a partial acquisition. However, for the purpose of this document and to adequately address impacts, the potential ROW acquisition on this parcel is treated as a potentially partial or full acquisition. Since both properties are located on an existing arterial, the displacement on either property would not divide an existing neighborhood or fragment the edge of a cohesive group of people.

Full acquisitions of nonresidential property would require relocating employees and businesses to other locations; partial acquisitions generally would not require relocation. The project impacts on commercial properties would be restricted to partial acquisitions; therefore, no direct displacement of businesses or employees would occur as a result of the Proposed Build Alternative.

The project would not displace substantial numbers of existing housing. One existing single-family residence and possibly a second may need to be acquired by the City to facilitate completion of the project. The U.S. Census reports that in 1999 there was an average of four persons per household within the study area. Based on this household occupancy rate, approximately eight people would be displaced as a result of the Proposed Build Alternative.

Avoidance, Minimization and/or Mitigation Measures

Implementation of the proposed project would result in the full acquisition of one residential parcel and the potential partial/full acquisition of another residential parcel. The proposed project has been developed in conformity with Title VI of the Civil Rights Act of 1964, which states that no person in the

United States shall be excluded from participation in or otherwise discriminated against on the basis of race, color, and national origin under any program or activity receiving Federal financial assistance. The City will comply with Title VI under the Civil Rights Act of 1964 to ensure that all affected property owners are compensated fairly.

Table 14
Summary of Partial and Full Property Acquisitions

APN/Tract No.	Area (in sq. m.)	Area (in sq. ft.)	Area Acquired (in sq. ft.)	Adjusted Parcel Area (in sq. ft.)	Percent Acquired	Land Use
506-0-020-060	818.968	8,815	8,815	N/A	100	Single-Family Residential
506-0-020-120[1]	688.412	7,410	7,410	N/A	100	Single-Family Residential
506-0-020-470	15.236	49,883	164	49,719	0.3	N/A
506-0-020-480	136.660	390,299	1,471	388,828	0.4	Residential Development
506-0-020-490	2.323	526	25	501	4.8	Vacant
506-0-020-510	76.273	10,549	821	9,728	7.8	Millard Street
506-0-020-130	154.707	10,788	1,665	9,123	15.4	Single-Family Residential
506-0-020-230	93.167	54,450	1,003	53,447	1.8	Fremont Street
506-0-020-240	260.396	14,175	2,803	11,372	19.8	N/A
506-0-020-330	613.160	75,794	6,600	69,194	8.7	Vacant
506-0-020-570	289.300	62,291	3,114	59,177	5.0	Commercial
506-0-020-650	72.093	93,219	776	92,443	0.8	Commercial
512-0-150-780	341.604	30,318	3,677	26,641	12.1	Service Station
512-0-111-310	161.837	3,593	1,742	1,851	48.5	Vacant
512-0-111-320	10.312	8,505	111	8,394	1.3	N/A
512-0-111-340	192.309	3,843	2,070	1,773	53.9	Vacant
512-0-111-250	1.765	6,589	19	6,570	0.3	Single-Family Residential
512-0-150-690, 512-0-150-700	155.334	191,640	1,672	189,968	0.9	Commercial
Tract No. 5133	48.867	108,000	526	107,474	0.5	Residential
Tract No. 5307	364.645	120,942	3,925	117,017	3.2	Residential Development

Source: The City of Moorpark 2006.

Note: 1 The City of Moorpark hopes to minimize impacts on APN 506-0-020-120 and reduce the ROW acquisition to a partial acquisition rather than a full acquisition. To adequately address potential impacts in the CEQA document, the ROW acquisition is considered as both a partial/full acquisition for this APN. If a partial acquisition of APN 506-0-020-120 were to occur, the area acquired would be 1140 square feet. (105.909 square meters.)

The Uniform Act requires that decent, safe, and sanitary replacement housing that is within a person's financial means be made available before that person may be displaced.

- The Uniform Act requires that decent, safe, and sanitary replacement housing that is within a person's financial means be made available before that person may be displaced. The City will comply with standards set by the Caltrans R.A.P. and the Federal Uniform Relocation Assistance and Property Acquisition Policies Act of 1970 in compensating and providing the relocation assistance to property owners and renters displaced by the proposed project.

2.1.4 Public Services

2.1.4.1 Affected Environment

Community facilities and services located near the proposed project site include schools, police station, and fire stations. These services and facilities are shown in Figure 8. Although the facilities and services are beyond the project area boundaries, they are close to the project area, and are therefore considered here. These services and facilities are schools, police stations, and fire stations.

The City's General Plan describes other community uses close to the study area such as City office buildings, civic center, library, and the Moorpark Metrolink station. These uses are located along High Street, approximately 0.4 km (0.25 mile) north of Los Angeles Avenue.

Schools. There are four schools near the project site and a total of six schools within 1.61 km (1 mile) of the project site. Schools nearest to the project limits are Flory Elementary School, located adjacent to Los Angeles Avenue between Flory Avenue and Millard Street; Chaparral Middle School, located approximately 1,000 meters (3,280.8 feet) north of Los Angeles Avenue and 1,000 meters (3,280.8 feet) west of Moorpark Avenue; Walnut Canyon Elementary School, located approximately 1,000 meters (3,280.8 feet) north of High Street; and Moorpark Community High School, located approximately 1,500 meters (3,280.8 feet) north of High Street. Other schools located within 1.61 km (1 mile) of the project area are Mountain Meadow Elementary School and Peach Hill Elementary School.

Fire Protection Services. The Ventura County Fire Department (which provides fire protection services to the City) has one facility in close proximity to the project site. The County fire station, Station No. 42, is located at 295 East High Street.

Police Protection Services. There is one facility, the Moorpark Police Service Center that provides police protection services to the City. It is located at 610 Spring Road.

Medical Institutions. There are no medical institutions near the study area.

Religious Institutions. There are no religious institutions near the study area.

Access and Parking. There is no on-street parking along Los Angeles Avenue within the project area. Parking for all commercial and business establishments within the project limits is provided on private property.

2.1.4.2 Impacts

Impacts on public services are determined by such factors as noise, air quality, safety, distance, circulation, accessibility, and disruption during construction and operation. Potential operational impacts on community facilities include property acquisitions affecting community facilities, restricted access to community facilities and services, or impaired use of the facilities. No significant impacts on public services would be anticipated from implementing the proposed project.

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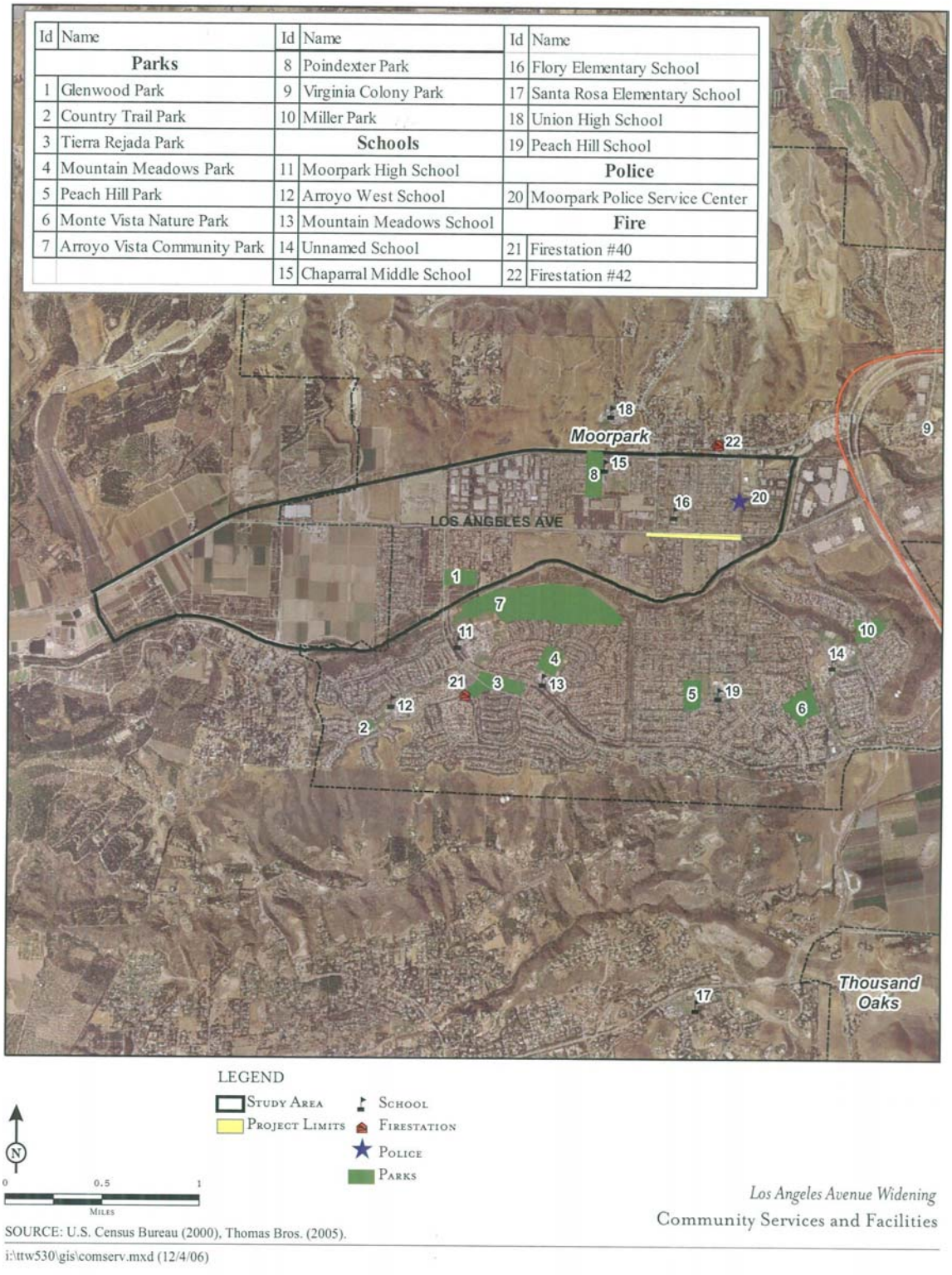

Figure 8 Community Services and Facilities

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The proposed road improvements would provide signalization improvements and improve access to and from the community services and facilities near the project area. Temporary adverse impacts on access to community services and facilities along Los Angeles Avenue would occur during construction. Such impacts would result from sidewalk closures on the south side of Los Angeles Avenue between Spring Road and Millard Street, on both sides of the street between Spring Road and Millard Street, and on the north side of the street between Flory Avenue and Moorpark Avenue. There would be no impacts on accessing Flory Elementary School and no impacts on park access. The City would ensure that the travel way and sidewalks would be accessible and maintained during construction. Temporary impacts on parking area access would occur due to the reconstruction of a driveway apron at Gateway Plaza; however, all parking would remain available on-site during the construction period.

The road improvement project would not create a substantial need for providing additional public services. Existing service ratios and response times would be maintained consistent with the standards established in the City's General Plan. Upon completion of the proposed road widening, access to the public facilities described above would be improved. Moreover, emergency access to residential and commercial properties along Los Angeles Avenue would be facilitated due to the road improvements.

2.1.4.3 Avoidance, Minimization and/or Mitigation Measures

The City will maintain contact with the community during the construction phase through public outreach with the following components:

- A business outreach program will be implemented before project construction to inform local merchants of construction schedules that may affect their establishments.
- Appropriate signage will be used to direct both pedestrian and vehicular traffic to businesses via alternative routes.
- Pedestrians will need to cross Los Angeles Avenue in the project area at the signalized intersections at Moorpark Avenue and Spring Road.
- Disabled access will be maintained during construction where feasible. Temporary sidewalks will be installed, if necessary, during the construction phase. Once construction is complete, full access to sidewalks will be restored.

2.1.5 Utilities/Emergency Services

2.1.5.1 Affected Environment

The proposed improvements would require the relocation or replacement of various items, including streetlights, traffic signal poles, drainage structures, manholes, sidewalks, landscaping, gas lines, telephone lines, sewer lines, and electrical lines. The majority of these utilities are underground facilities. However, there are overhead electrical lines within the project limits. To date, no high-risk facilities are known to exist within the project limits. Various underground natural gas pipelines located within the project area are considered low-risk facilities. The following utilities may require minor relocation:

- Calleguas Municipal Water District water lines;

- Southern California Edison overhead and underground utility lines;
- Southern California Gas Company gas lines;
- Ventura County Waterworks District No. 1 sewer and water lines;
- Equilon Pipeline Company gas lines;
- Time Warner cable television lines;
- SBC telephone lines;
- Ventura County Watershed Protection District drainage facilities; and
- Caltrans streetlights.

Permission for removal and relocation of affected utilities would be needed from the utility providers before construction begins.

2.1.5.2 Impacts

The proposed road improvements would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). The proposed project would not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. There are sufficient water supplies available to serve the project from existing entitlements and resources; new or expanded entitlements would not be needed.

A substantial amount of storm drain work would be required for the project (refer to 2.2.2.4). Existing catch basins/inlets would be relocated or new catch basins/inlets would be constructed. In addition, new curb and gutter construction in locations currently bounded only by the edge of the pavement would create a more confined drainage system that would direct flows out of the street and into a closed storm water drainage system. All of the existing storm drain systems within Los Angeles Avenue currently drain into the Arroyo Simi Channel.

The project would comply with federal, state, and local statutes and regulations related to solid waste. The proposed project would not significantly impact the capacity of the landfill.

2.1.5.3 Avoidance, Minimization and/or Mitigation Measures

All public facility improvements will be constructed to the specifications required by Caltrans and other utility providers who operate and maintain facilities within the proposed project area. The City will obtain all required permits from the appropriate public agencies and public utility providers before construction begins.

Existing catch-basins/inlets will be relocated or new catch basins/inlets will be constructed. New curb and gutter construction in locations currently bounded only by the edge of the pavement will create a more confined drainage system that will direct flows out of the street and into a closed storm water drainage system.

The City is committed to constructing adequately sized drainage improvements to ensure no substantial drainage effects attributable to the proposed road widening would result. The City will ensure that the drainage improvements are completed. Drainage improvements will be completed per City and Caltrans's standards.

2.1.6 Transportation & Traffic/Pedestrian and Bicycle Facilities

2.1.6.1 Affected Environment

Austin–Foust completed a traffic analysis for the Los Angeles Avenue Widening project in September 2007. Existing traffic conditions (average daily traffic [ADT] volumes) were determined based on observed traffic counts. Intersection LOS was determined using the Highway Capacity Manual (HCM) methodology. Study area intersections used in the analysis were Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road.

Under existing conditions, the intersections of Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road operate in the LOS C–E range during the a.m. and p.m. peak hour periods with longer waiting times at Los Angeles Avenue/Spring Road (Table 15). The City has adopted LOS C as the desired standard for intersection operations.

Table 15
Levels of Service (LOS) at Study Area Intersections
(seconds per vehicle [sec/veh])

		A.M. Peak Hour		P.M. Peak Hour	
Intersection and Geometry	**Control**	**2012 Conditions**	**2030 Conditions**	**2012 Conditions**	**2030 Conditions**
Los Angeles Avenue/Moorpark Avenue	Signal				
Existing Geometry		33.4 sec/veh LOS C	48.0 sec/veh LOS D	44.3 sec/veh LOS D	64.3 sec/veh LOS E
Proposed Geometry		32.5 sec/veh LOS C	46.2 sec./veh LOS D	43.1 sec/veh LOS D	57.7 sec./veh LOS E
Los Angeles Avenue/Spring Rd.	Signal				
Existing Geometry		57.2 sec/veh LOS E	115.6 sec/veh LOS F	68.6 sec/veh LOS E	173.5 sec/veh LOS F
Proposed Geometry		46.4 sec/veh LOS D	63.3 sec/veh LOS E	51.3 sec/veh LOS E	100.2 sec/veh LOS F

Source: Austin-Foust Associates 2007

The section of Los Angeles Avenue between Moorpark Avenue and Spring Road carries a higher level of truck traffic than is typical for a conventional highway within a community. Recent Caltrans counts indicate that around 10 percent of the total daily vehicles on Los Angeles Avenue in the vicinity of Moorpark Avenue (8 percent eastbound and 14 percent westbound are heavy trucks) (Austin-Foust 2007).

2.1.6.2 Impacts

The Austin-Foust (2007) traffic analysis evaluated future short-range (2012) and long-range (2030) conditions. The 2012 and 2030 forecasts were obtained from data produced by the Moorpark Traffic Analysis Model (MTAM) using ADT volumes.

2007 Impacts with the Proposed Widening Project

The 2007 LOS calculations were based on observed traffic counts collected in 2007 by Traffic Data Services, Inc. Resulting LOS calculations (not depicted in Table 15) indicate that the intersection of Los Angeles Avenue/Moorpark Avenue operates at LOS D during a.m. and p.m. peak hours and Los Angeles Avenue/Spring Street operates at LOS D during the p.m. peak hours (Austin-Foust 2007).

2030 Impacts with and without the Proposed Widening Project

The 2030 LOS calculations were calculated for the existing configuration (geometry) of the roadway and for its configuration after the widening project. These results are provided in Table 15. In 2030, with the proposed widening, the intersections of Los Angeles Avenue/Moorpark Avenue would operate at LOS D for the a.m. peak hour and LOS E for the p.m. peak hour. The intersections of Los Angeles Avenue/Spring Road will change from LOS F to LOS E for the a.m. peak hour and remain at LOS F for the p.m. peak hour. With the proposed widening project, the Austin–Foust traffic analysis indicates the intersections would operate with substantially less delay per vehicle than without the proposed project. For example, at the intersection of Los Angeles Avenue/Moorpark Avenue, p.m. peak hour conditions would be reduced from 64.3 seconds/vehicle without the project to 57.7 seconds/vehicle with the project. At the Los Angeles Avenue/Spring Road intersection, p.m. peak hour conditions would be reduced from 173.5 seconds/vehicle to 100.2 seconds/vehicle.

The proposed project would provide increased capacity and improved traffic operations along the Los Angeles Avenue corridor and at the intersections of Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road. The proposed project would not individually or cumulatively exceed the LOS standard established by the City, Ventura County, and Caltrans.

The proposed project would not substantially increase hazards due to a design feature or incompatible uses. The proposed project would not result in inadequate emergency access. However, temporary lane closures as part of the construction would affect emergency vehicle traffic. To offset impacts on emergency access, a Caltrans Transportation Management Plan (TMP) would be developed. Emergency vehicle access would be improved operationally as a result of the widening project because of improved operations and reduced vehicle delays.

The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. As part of the Los Angeles Avenue roadway design, two emergency lanes and enhanced pedestrian facilities are included. This is consistent with the City's support for alternative transportation. The shoulder would be wide enough for bicycle travel, and sidewalks would facilitate pedestrian traffic and complete connections that do not currently exist making access continuous. The project would comply with Caltrans policies regarding the safe accommodation of pedestrians and bicycles. The special needs of the elderly and the disabled would be considered.

2.1.6.3 Avoidance, Minimization and/or Mitigation Measures

The City will develop a TMP as required by Caltrans to reduce traffic delays during construction. The TMP will be approved before project construction begins. The TMP will also address pedestrians and bicycles and comply with the ADA. The TMP will include a public awareness campaign, highway advisory radio messages, portable changeable message signs, temporary loop sensor/signals, bus or shuttle service, and a construction zone enhanced enforcement program (COZEEP).

2.1.7 Visual/Aesthetics

2.1.7.1 Regulatory Setting

The CEQA establishes that it is the state policy to take all action necessary to provide the people of California "with…enjoyment of aesthetic, natural, scenic, and historic environmental qualities." [Public Resources Code Section 21001(b)].

2.1.7.2 Affected Environment

The following text is summarized from the *Visual Resources Impact Assessment* technical study prepared for this project by the Planning Corporation in 2003. The proposed project is located within the City's downtown core and is surrounded by commercial and residential properties. The primary view corridor is defined as the immediately adjacent single family homes, multi-family complexes, and commercial uses along the roadway frontage. Lighting in the area is of high intensity and there are little to no structural setbacks from the existing roadway alignment.

The project site is characterized by uniform topography with slopes ranging from 0 to 5 percent. This portion of Los Angeles Avenue is not eligible for identification as a Scenic Highway in the City's General Plan or by the State of California. No scenic resources, trees, rock outcroppings, and/or historic buildings are located within this section of Los Angeles Avenue.

2.1.7.3 Impacts

The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. Construction impacts would be temporary and the proposed project design would include the construction of new pavement, curb and gutter, sidewalk, storm drains, and additional parkway landscaping. Streetlights would be replaced or relocated as part of the proposed project.

Street landscaping along this portion of Los Angeles Avenue would be affected. Results of the Tree Survey (The Oak Collaborative 2006) indicate that 10 trees would need to be removed as part of the proposed project. The City is planning on replacing the existing landscaping and public space amenities (such as sidewalks and benches) during project construction. There would be no net impact on existing streetscape landscaping or areas designed for public congregation. Minimal grading would be required to establish additional travel lanes and no cut or fill slopes would be required to establish an adequate road-base.

Vehicle travel lanes would be established near existing residential properties affecting the quality of life of some residents living directly adjacent to the expanded roadway alignment. No areas of public congregation or assembly would be affected as part of the road improvement project. The project would not conflict with adopted design guidelines or development standards, which have been implemented to improve the quality of architecture in the community.

2.1.7.4 Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are required for visual or aesthetics.

2.1.8 Cultural Resources

2.1.8.1 Regulatory Setting

"Cultural resources" as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

On January 1, 2004, a Section 106 Programmatic Agreement (PA) among the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA takes the place of the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans.

Historical resources are considered under the CEQA, as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the SHPO before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

2.1.8.2 Affected Environment

Based on available information, the project would not create impacts on known archaeological resources (Archaeological Advisory Group 2006). The scope of work consisted of a records search conducted by the South Central Coastal Information Center, California State University, Fullerton, Department of Anthropology, Fullerton, California; and a field survey for the project area, which revealed the following:

- No prehistoric sites exist within the project area.
- No properties are listed in, or are expected to be found to appear eligible for, listing in the National Register of Historic Places.
- No properties are listed in, or are expected to be found eligible for, listing in the California Register of Historical Resources.
- No California Historical Landmarks are present.
- No California Points of Historical Interest are noted.
- Ornamental trees and landscaping, including grass, trees, and shrubs, are found within the project boundaries. These plant species are associated with existing streetscape landscaping along Los Angeles Avenue.

- The Arroyo Simi is located south of Los Angeles Avenue and is roughly 0.4 km (0.25 mile) south of the project boundary.

- Utilities such as sewer, water, electricity, gas, and telephone were noted, and sprinkler systems exist in many areas of the project.

The study found that no potential archaeological sites are located within the development area. Soils within the limits of the proposed road widening were found to consist of non-native fill material and roadway base associated with the existing Los Angeles Avenue roadway alignment. All exposed surface terrain and exposures such as rodent burrows, drainage cuts, and graded, cleared, or landscaped areas were thoroughly inspected for signs of cultural resources.

A historic properties investigation conducted by Chattel Architecture (2005) determined that there would be no impacts on historic structures.

2.1.8.3 Impacts

Because no historically significant properties have been identified in the project area, no impacts on historic resources are anticipated. No prehistoric archaeological resources were identified within the project site during the survey. No human remains were identified within the project site during the survey. The project area was never used as an informal or formal cemetery. Moreover, no evidence suggests Native Americans used the area as a burial site.

The project area is not identified as a sacred place or other ethnographically documented location of significance to native Californians. An archival review of cultural resource information compiled for the project confirmed this conclusion (Archaeological Advisory Group 2006).

2.1.8.4 Avoidance, Minimization and/or Mitigation Measures

If archaeological or historical materials are encountered during construction, all activities placing such resources at risk will cease until the materials are examined and evaluated by a qualified archaeologist.

2.2 PHYSICAL ENVIRONMENT

2.2.1 Hydrology and Floodplain

2.2.1.1 Regulatory Setting

The project is within the Los Angeles RWQCB, Region 4. The 100-year floodplain is defined as "the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year." An encroachment is defined as "one action within the limits of the 100-year floodplain."

2.2.1.2 Affected Environment

The proposed project site is located in the Arroyo Simi floodplain, which is located approximately 400 meters (0.25 mile) south of Los Angeles Avenue. The project site is in a Flood Hazard Zone B, which is an area between the 100-year and 500-year limits based upon the current National Flood Insurance Program (NFIP) Digital Flood Insurance Rate Map (DFIRM). However, the southeast end of the project area abuts Zone A, the 100-year flood limit. Figure 9 provides the NFIP Maps for the project area as of 1 October 2005. As the majority of the project area occurs within an urbanized area, surface water

hydrology is controlled through lined storm water conveyance structures, which eventually discharge to the Arroyo Simi. The Arroyo Simi is part of the Calleguas Creek Watershed. Calleguas Creek and its major tributaries, Revolon Slough, Conejo Creek, Arroyo Conejo, Arroyo Santa Rosa, and Arroyo Simi, drain an area of 888 square km (343 square miles) in southern Ventura County and a small portion of western Los Angeles County. This watershed, which is elongated along an east-west axis, is about 48.3 km (30 miles) long and 22.5 km (14 miles wide). The northern boundary of the watershed is formed by the Santa Susana Mountains, South Mountain, and Oak Ridge; the southern boundary is formed by the Simi Hills and Santa Monica Mountains. The watershed terminates in the Mugu Lagoon at the Pacific Ocean, an area which is identified as an Area of Special Biological Significance (ASBS).

A new draft Flood Insurance Rate Map (FIRM) published in November 2005 now puts the entire project area into Zone AE. Zone AE is the flood insurance rate zone that correspond to the 1 percent annual chance floodplain determined in the Flood Insurance Study by detailed methods of analysis. The draft FIRM is under review by the City, which has hired a consultant to review the methodology and assumptions. Should the current hazard zones remain in place, the proposed project would lie within the 100 year floodplain.

Groundwater is located at 8.3 meters (27.2 feet) beneath the site. Groundwater in the area is primarily used for agricultural purposes, and the majority of drinking water is imported through the State Water Project. In general, groundwater supplies in the region have experienced some over-draft and contamination with mineral salts and salt water intrusion.

2.2.1.3 Impacts

The proposed road widening would have no effect on groundwater levels. Geotechnical testing confirmed that no near-surface groundwater deposits (less than 1.5 meters or less than 4.9 feet) are within the proposed improvement area. As the majority of the site is impervious surface, storm water would be conveyed off-site and the project would not require withdrawal from the groundwater table; groundwater impacts would be negligible.

The project would not substantially alter the existing drainage pattern of the area. Minor increases in surface runoff (116 cubic meters or 4,096.5 cubic feet) would result from creation of additional hardscape. However, this increase would not result in on- or off-site flooding with the mitigation of upgraded drainage structures. Additionally, the existing storm drain system would be re-designed to handle the incremental increase in flows associated with the proposed road improvements to prevent any substantial erosion or siltation.

No new housing is proposed as part of the proposed project. Therefore, the project would not place any additional housing within a flood-hazard area. The proposed project is limited to road improvements. The proposed project would not place within a 100-year flood hazard area structures that would impede or redirect flood flows.

The project area is not susceptible to inundation by seiche, tsunami, or mudflow. The project area is substantially separated from the coastal environment which could be impacted by seiche or tsunami. The project area is very flat (0–5 percent slope) and is not considered susceptible to mudflows.

2.2.1.4 Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required for hydrology and floodplain.

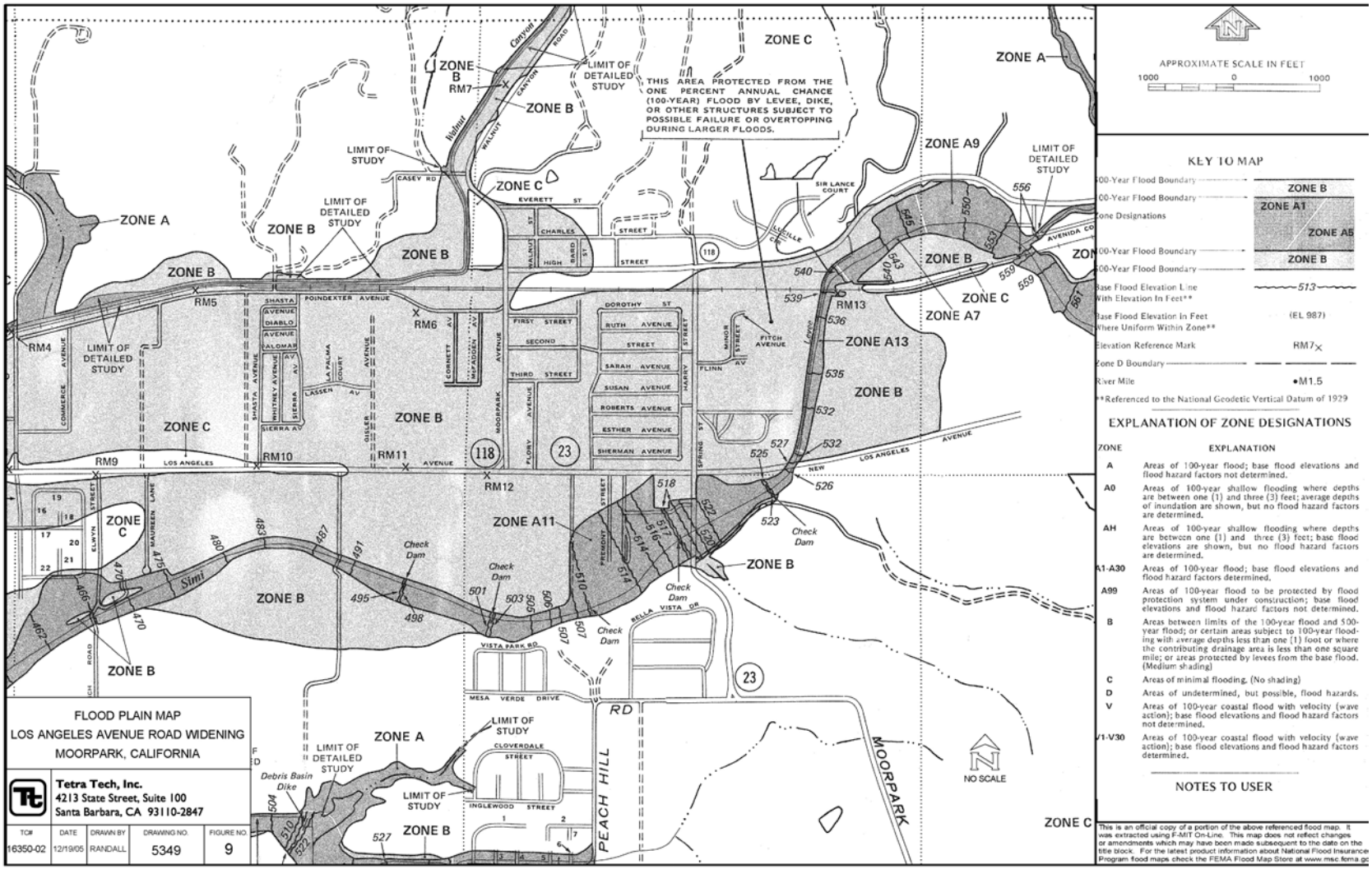


Figure 9 Flood Plain

2.2.2 Water Quality and Storm Water Runoff

2.2.2.1 Regulatory Setting

Section 401 of the Clean Water Act, the primary federal law regulating water quality, requires water quality certification from the state board or regional board when a project (1) requires a federal license or permit—Section 404 is the most common federal permit for Caltrans projects—and (2) will cause discharge into waters of the United States. Section 402 of the Clean Water Act establishes the NPDES permit system for the discharge of any pollutant (except dredge or fill material) into waters of the United States. To ensure compliance with Section 402, the State Water Resources Control Board has developed and issued a NPDES, Statewide Storm Water Permit, to regulate storm water discharges from all of Caltran's ROW, properties and facilities. The permit regulates both storm water and non storm water discharges during and after construction.

In addition, the State Water Resources Control Board issues the Statewide Permit for all of Caltran's construction activities, of 0.4 hectare (1 acre) or greater, or a number of smaller projects that are part of a common plan of development with the total area exceeding 0.4 hectare (1 acre), or projects that have the potential to significantly impair water quality. Caltrans projects subject to the Statewide Storm Water Permit required a Storm Water Pollution Prevention Plan (SWPPP), while other projects, smaller than 0.4 hectare (1 acre), require a Water Pollution Control Program.

The California Environmental Protection Agency has delegated administration of the NPDES program to the State Water Resources Control Board and nine regional boards. This project is located within the jurisdiction of the State Water Resources Control Board and the Los Angeles Regional Water Quality Control Board, Region 4.

Subject to Caltrans review and approval, the contractor prepares both the SWPPP and the Water Pollution Control Program. The Water Pollution Control Program and SWPPP identify construction activities that may cause pollutants in storm water and measures to control these pollutants. Because neither the Water Pollution Control Program nor the SWPPP is prepared at this time, the following discussion focuses on anticipated pollution sources or activities that may cause pollutants in the storm water discharges.

Additional laws regulating water quality include the Porter-Cologne Water Quality Act, Safe Drinking Water Act, and Pollution Prevention Act. State water quality laws are codified in the California Water Code, Health and Safety Code and Fish and Game Code Sections 5650–5656.

2.2.2.2 Affected Environment

The proposed project is located within the urbanized area of the City, where surface water runoff is conveyed through lined structures through the City's storm drain system, eventually discharging into the Arroyo Simi. The Arroyo Simi is a tributary to Calleguas Creek, an impaired water body on the State of California 303d list. Specifically, the Arroyo Simi (Callegus Creek Reach 7) is listed for the following subset of these constituents: chloride, boron, sulfates, TDS, sedimentation/siltation, and fecal coliform (Los Angeles Regional Water Quality Control Board 2006). The Storm Water Data Report (Boyle Engineering 2007) provides more details on the receiving water including beneficial uses. As a high priority 303d listed water body, Total Maximum Daily Loads (TMDLs) would be prepared for each constituent over the next 10 years. To date TMDLs have been promulgated for chlorides and nutrients. Since chlorides are the only constituent listed for the Arroyo Simi, only this TMDL would be applicable.

The construction and post-construction phases of the proposed project would have storm water discharges with the potential to impact surface waters. The existing storm water conveyance discharges ultimately in Arroyo Simi. In accordance with Section 402 of the Clean Water Act, the project would be required to comply with two NPDES Permits. The two applicable permits are:

- NPDES General Permit for Storm Water Discharges from Construction Activities Order 99-08-DWQ/CAS00002 (General Construction Permit). This permit addresses storm water activities associated with the construction phase.

- NPDES Permit for Storm Water Discharges from Caltrans Order No. 99-06-DWQ/ CAS000003 (Caltrans Permit). This permit addresses storm water discharges from roads owned and operated by Caltrans.

The project is also within area covered by the Ventura County Storm Water Management Program (SWMP) and associated Storm Water Quality Urban Impact Mitigation Plan (SQUIMP). The SQUIMP is intended to address storm water pollution from new development and redevelopment in the private sector. The SQUIMP contains a list of minimum required Best Management Practices (BMPs) that shall be used for a designated project. As mentioned, the SQUIMP applies primarily to private sector redevelopment projects. Additionally, the SQUIMP is required for the following categories, of which none apply to the proposed project:

- Single family hillside residences;

- 100,000 square foot commercial developments;

- Automotive repair shops;

- Retail gasoline outlets;

- Restaurants;

- Home subdivisions with 10 or more housing units;

- Location within or directly adjacent to or discharging to an environmentally sensitive area; or

- Parking lots with 5,000 square feet or more impervious parking or access surfaces or with 25 or more parking spaces and potentially exposed storm water runoff.

Therefore, it is assumed the project would comply with the General Caltrans permit for post-construction storm water runoff controls.

2.2.2.3 Impacts

There are no high risk areas where spills from Caltrans owned ROW, activities or facilities could discharge directly to municipal or domestic water supply reservoir or groundwater percolation facilities.

Without the use of BMPs during the construction and post-construction phases, the proposed project could potentially violate applicable water quality standards. The primary constituents of concern during

the construction phase would be the erosion of solids, which would be addressed through BMPs as required by the General Construction Permit. The primary constituents of concern during post-construction would be primarily solids and oils and greases. These potential constituents would be addressed through the use of BMPs as required by the General Caltrans Permit. Impacts would be considered less than significant with mitigation.

The project would result in minor increases in surface runoff (116 cubic meters or 4,096.5 cubic feet) due to the creation of additional hardscape. However, the drainage system would be studied and redesigned to address the additional runoff volumes and any potential contaminants. Impacts are considered less than significant with mitigation.

The existing storm drain system would need to be redesigned to handle the incremental increases in flows associated with the proposed road improvements to prevent any substantial erosion or siltation.

A California State Registered Civil Engineer will prepare a drainage study for review and acceptance by the Moorpark City Engineer. All existing and proposed drainage facilities within the project area shall be designed to adequately collect and convey all project related runoff. The existing system will be upgraded to ensure that with the additional surface flow, it is capable of preventing on- or off-site flooding and eliminating any potential for substantial erosion or siltation.

Beyond the additional storm water runoff and potential construction/post-construction constituents, which are addressed in other areas, there would be no anticipated significant water quality impacts.

2.2.2.4 Avoidance, Minimization and/or Mitigation Measures

The storm drain system would be redesigned as part of the proposed project to address the additional runoff volumes and potential contaminants. In accordance with Section 402 of the Clean Water Act, the project would be required to comply with two NPDES Permits.

The primary mitigation measures to address potential water quality impacts from construction and post-construction phases would be the implementation of BMPs as prescribed by the two NPDES permits. The recommended BMPs to be implemented within this area, as required by this permit, are identified in (1) The Ventura County SWMP and (2) the SQUIMP.

2.2.3 Geology/Soils/Seismic/Topography

2.2.3.1 Affected Environment

The City of Moorpark and the proposed project area are located in the Little Simi Valley of central Ventura County. The Little Simi Valley is approximately 6.4 km (4 miles) long from east to west and 1.6 km (1 mile) wide from north to south; it is bounded by the hills of Oak Ridge on the north and the Santa Rosa-Simi hills on the south and east, and merges into the Las Posas Valley on the west. Surface elevations in the area range from approximately 158.5 meters (520 feet) above mean sea level (msl) at the east end of the Little Simi Valley (at the proposed project), to 128 meters (420 feet) above msl at the west end of the valley, with the Oak Ridge and Santa Rosa-Simi hills rising to approximately 304.8 meters (1,000 feet) above msl. The Arroyo Simi Arroyo Las Posas is located on the south side of the Little Simi Valley and flows from east to west (Dibblee 1992a; 1992b).

The proposed project area is located within the Ventura Basin in the Transverse Ranges geologic/geomorphic province of California. This area is characterized by generally east-west trending

mountain ranges composed of sedimentary and volcanic rocks ranging in age from Cretaceous to Recent. Major east-trending folds, reverse faults, and left-lateral strike-slip faults reflect regional north-south compression.

Review of geologic maps of the Moorpark area indicates the proposed project area is located in a relatively flat area underlain by alluvium (Dibblee 1992a; 1992b). Groundwater occurs in an alluvial aquifer beneath the project area at about 4.6 to 6.1 meters (15 to 20 feet) below the ground surface (California Department of Conservation Division of Mines and Geology [CDMG] 1997; 2000b). Several northeast-southwest trending fault zones are located throughout the region, including Simi-Santa Rosa, Springville, Ventura/Pitas Point, Oak Ridge, San Cayetano, and Red Mountain Faults. Although not all of these fault zones are currently classified as active by the State of California, many have demonstrated Holocene fault offset, suggesting the faults could be classified as active in the future. Faults classified as active by the State of California in the vicinity of the project area include the Santa Rosa-Simi fault zone (located approximately 4.0 km [2.5 miles] to the south), the Oak Ridge fault (located approximately 9.7 km [6 miles] to the north), and San Cayetano (located approximately 19.3 km [12 miles] north) (CDMG 2000a). Specific seismic hazard studies were not performed as part of the geotechnical study for this project because the proposed improvements do not involve structures or significant embankments that would be affected during a significant seismic event. Therefore, the project would not be adversely affected by seismic activity if all standard construction related remedial measures are incorporated into the project design.

2.2.3.2 Impacts

The proposed project area is not located within an Alquist-Priolo Earthquake Fault Zone (APEFZ) (CDMG 2000a). The nearest APEFZs are the Santa Rosa-Simi Valley fault zone, approximately 2.4 km (1.5 miles) south of the proposed project, and the Oak Ridge fault zone, approximately 9.6 km (6 miles) to the north. The purpose of the APEFZ Act is to regulate development near active faults in California to mitigate the hazard of surface fault rupture (CDMG 1973). The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires.

Potential hazard from strong seismic ground motion at the proposed project was evaluated using CDMG Earthquake Hazard Model as documented in the *Seismic Hazard Zone Report for the Simi Valley East and Simi Valley West 7.5-Minute Quadrangles, Ventura and Los Angeles Counties, California* (CDMG 1997) and *Seismic Hazard Analysis of the Moorpark 7.5-Minute Quadrangle, Ventura County California* (CDMG 2000b). The estimated ground shaking is derived from the seismogenic sources as published in the statewide probabilistic seismic hazard evaluation released cooperatively by the CDMG and the U.S. Geological Survey. Assuming the proposed project is underlain by alluvium, California Building Code (CBC category D) (International Conference of Building Officials [ICBO], 2001) the analysis indicated that the site has a potential for strong seismic ground motion capable of causing considerable damage to structures and risks to human life and safety.

Potential liquefaction hazard at the proposed project site was evaluated by the CDMG using criteria developed Seismic Hazards Mapping Act Advisory Committee as documented in the *Seismic Hazard*

Zone Report for the Simi Valley East and Simi Valley West 7.5-Minute Quadrangles, Ventura and Los Angeles Counties, California (CDMG 1997) and *Seismic Hazard Analysis of the Moorpark 7.5-Minute Quadrangle, Ventura County California* (CDMG 2000b). As shown on the CDMG Seismic Hazard Zone Maps, the proposed project site is in an area with potential for permanent ground displacements from liquefaction.

Potential landslide hazard at the proposed project site was evaluated by the CDMG using criteria developed by the California State Mining and Geology Board as documented in the *Seismic Hazard Zone Report for the Simi Valley East and Simi Valley West 7.5-Minute Quadrangles, Ventura and Los Angeles Counties, California* (CDMG 1997) and *Seismic Hazard Analysis of the Moorpark 7.5-Minute Quadrangle, Ventura County California* (CDMG 2000b). The CDMG report indicates the proposed project is in an area underlain by Holocene alluvium consisting of silty sand, sand, and minor clay where groundwater commonly occurs 4.6 to 6.1 meters (15 to 20 feet) beneath the ground surface. The results of the CDMG analysis are shown on the *State of California Seismic Hazard Zones, Simi Valley West Quadrangle Official Map* Dated April 7, 1997, and *State of California Seismic Hazard Zones, Moorpark Quadrangle Official Map* dated November 17, 2000. As shown on the CDMG Seismic Hazard Zone Maps, the proposed project is not located in an area with a potential for permanent ground displacements from landslides.

The proposed project is located in an area of relatively flat terrain and would not include construction of significant embankments or terraces. Therefore, the proposed project would not produce conditions susceptible to significant soil erosion.

General, regional data on soil conditions as documented in the *Seismic Hazard Zone Report for the Simi Valley East and Simi Valley West 7.5-Minute Quadrangles, Ventura and Los Angeles Counties, California* (CDMG 1997) and *Seismic Hazard Analysis of the Moorpark 7.5-Minute Quadrangle, Ventura County California* (CDMG 2000b) indicate the proposed project area is underlain by alluvial deposits consisting of silty sand, sand, and minor clay. A review of boring logs from the *Draft Materials Report for the Los Angeles Avenue/SR 118 Widening (07-Ven-SR118-KP), Moorpark, California* (Fugro West, Inc. 2002) indicates artificial fill composed of silt is present to approximately 0.46 meters (1.5 feet) bgs, which is underlain by silty sand to depths of at least 2.3 meters (7.5 feet) bgs. No laboratory testing was performed to evaluate the expansion potential of these soils. There is a potential that expansive soil, as defined in Table 18-1-B of the 2001 CBC may exist in the proposed project area.

No structures are proposed as part of the project. The project would require the relocation of some existing utility lines, however, all existing facilities would be replaced.

2.2.3.3 Avoidance, Minimization and/or Mitigation Measures

With implementation of standard grading controls and structure design measures to address seismic and geologic conditions, project geologic and soil-related impacts would be mitigated to less than significant. Appropriate geotechnical soil testing from project area assessment borings should be performed and reviewed to evaluate whether or not potentially expansive soil conditions are present in accordance with Table 18-1-B of the 2001 CBC. The applicant shall comply with all requirements of the CBC and Caltrans's building/design codes governing the proposed road widening.

A site grading plan shall be submitted for review and acceptance by the City before grading permits are issued. The grading plan shall be accompanied by a Soils Report prepared in accordance with the Guidelines for Geotechnical and Geological Reports in the City of Moorpark and Caltrans and signed by a California Registered Civil Engineer and/or a California Registered Geologist.

2.2.4 Hazardous Waste/Materials

2.2.4.1 Regulatory Setting

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of RCRA and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

2.2.4.2 Affected Environment

An Initial Site Assessment (ISA) for this project site was completed by LSA Associates in November 2003 and updated by Tetra Tech in October 2006. The following is a summary of the findings, conclusions, and recommendations from the ISA Update (Tetra Tech 2006).

Hazardous Substance Storage Or Use

Only one business that uses and/or stores hazardous wastes is located within the Los Angeles Avenue widening project boundaries: the Chevron gasoline station located at 502 New Los Angeles Avenue. Although this facility handles and stores hazardous wastes as a function of the business, no evidence of spills or releases to the environment was noted.

Additional facilities that handle and store hazardous wastes observed immediately adjacent to the site but not expected to be affected by road construction included the Alliance gasoline station (50 West Los Angeles Avenue) and Anderson Jewelers (5 West Los Angeles Avenue). Although these facilities handle

and store hazardous wastes, no evidence of spills or releases to the environment was noted. It should also be noted that these facilities are located downgradient from the site both topographically and hydrologically; therefore, it is unlikely that any releases would affect the site.

Hazardous Waste Disposal

No evidence of a release of hazardous materials to grade was observed during reconnaissance of the project site. In addition, no evidence of solid waste disposal at the site was observed. Several businesses located immediately adjacent to the site do handle and store various hazardous wastes; however, none appear to be disposing of these wastes on-site. No indication of on-site disposal was noted during reconnaissance. No evidence of on-site disposal was noted at any of the off-site facilities that handle or store hazardous wastes.

Aboveground and Underground Storage Tanks

One on-site property that currently utilizes underground storage tanks (USTs) is the Chevron gasoline station at 502 New Los Angeles Avenue. In addition, a UST is believed to have been previously located at 202 East Los Angeles Avenue. The property at 202 East Los Angeles Avenue is now a private residence and shows no visible evidence of a current UST. No aboveground storage tanks (ASTs) were noted on-site during the reconnaissance. No ASTs were noted off-site during the reconnaissance.

Pits, Sumps, Drywells, and Catch Basins

No pits, sumps, drywells, or catch basins were observed during site reconnaissance. No pits, sumps, drywells, or catch basins were noted in the areas immediately adjacent to the site.

Polychlorinated Biphenyls

Three pole-mounted transformers were observed along the north side of Los Angeles Avenue between Spring Road and Millard Street. Each transformer examined for any staining (of the transformer itself or the ground beneath the poles). No evidence of transformer staining or ground staining beneath any of the transformers was observed. It is unknown whether these transformers currently or historically contained polychlorinated biphenyls (PCBs). No evidence of PCBs was observed in the area directly adjacent to the site.

Aerially Deposited Lead

Tetra Tech prepared a Letter Report addressing Aerially Deposited Lead (ADL) for the project site (Tetra Tech 2007). The following is a summary of the findings, conclusions, and recommendations from the Letter Report. Tetra Tech collected soil samples from 12 locations along Los Angeles Avenue. All soil samples were collected in accordance with a Sampling Plan approved by Caltrans. There were no deviations to the approved Sampling Plan. Each soil sample was analyzed for total lead using EPA method SW6010B. In addition, selected soil samples were analyzed for the 17 California Assessment Method (CAM) (Title 22) metals using EPA methods SW6010B and SW7471. The pH of selected soil samples was also determined using EPA method SW9045C. None of the soil samples analyzed contained total lead at a concentration exceeding the Total Threshold Limit Concentration (TTLC) regulatory level of 1,000 mg/kg. Only one sample contained lead at a concentration greater than 50 mg/kg (equivalent to 10 times the Soluble Threshold Limit Concentration (STLC) regulatory of 5 mg/L. This sample was therefore analyzed using the California Waste Extraction Test (CA WET) by EPA method SW3050A (Citrate). The waste extraction test yielded a result of 2.79 mg/L, well below the STLC regulatory level

of 5 mg/L. None of the other detected metal concentrations exceeded the California Title 22 TTLC regulatory levels or 10 times the STLC regulatory levels.

Based on the analytical data and the statistical results, the exposed soils that will be disturbed during the road widening activities at the Site are not considered impacted by ADL. In addition, the soil does not qualify as hazardous under California Title 22. Because the soil does not qualify as hazardous, the DSTC variance will not be invoked and the soil can be reused at the Site without restriction.

Railways

The Southern Pacific Railroad runs parallel to the site and is located approximately 500 meters (0.31 mile) north of Los Angeles Avenue. The railroad does not intersect the site and no depots or storage yards are located within the site vicinity.

Stained Soils/Stains/Stressed Vegetation

The majority of the site consists of asphalt with narrow strips of dirt, gravel, and sod along the edges of Los Angeles Avenue. Sidewalks are paved with grass and shrub filled borders. Most vegetation appears to be healthy with no signs of stress. Generally, soils within the site appeared to be unstained.

Odors/Pools of Liquids

No odors or pools of liquids were observed during the site reconnaissance.

2.2.4.3 Impacts

Based on the findings of the ISA Update (Tetra Tech 2006), no evidence of hazardous material use, storage, or disposal has been identified at the site and no off-site sources considered likely to impact the site were identified. Based on these findings, no significant concerns related to hazardous materials use, storage, or disposal have been identified at the subject property.

Only the Chevron gas station located at 502 Los Angeles Avenue was defined as having the potential for hazardous materials releases to the site. This property is a RCRA-small quantity generator of hazardous materials, including the contents of four USTs (three containing gasoline and one containing wastewater). The property is located upgradient from the site, therefore any hazardous waste releases could be carried by groundwater into the site area. No releases from this property have been documented to date.

The property located at 202 East Los Angeles Avenue was reported to have contained a UST in 1961. No information was available to Tetra Tech to document whether the UST was removed, was closed in-place, or is still present at the location indicated. The tank historically contained regular fuel. If this UST is still present, it could have an effect on the site groundwater if its original contents (or residual contents) were released.

A number of properties adjacent to the site (off-site) and within a 400-meter (0.25-mile) wide search corridor centered on Los Angles Avenue were identified as having past, or the potential for, hazardous materials releases; however, due to groundwater flow direction and/or the distance from Los Angeles Avenue, these properties are unlikely to have impacted the site. These off-site properties are described in the ISA Update (Tetra Tech 2006b).

Groundwater is approximately 13 meters (42 feet) below ground surface at the site, and flows to the west-northwest. Hazardous materials releases to groundwater in the site vicinity have occurred downgradient or cross-gradient from the site and are therefore unlikely to have affected the site. Furthermore, hazardous materials released to soils in the site vicinity were localized to areas outside the site area and are therefore also unlikely to have affected the site.

There was no evidence of transformer staining or ground staining beneath any of the three pole-mounted transformers. It is unknown whether these transformers currently or historically contained PCBs. Southern California Edison disclosed to the Environmental Protection Agency (EPA) the highest concentration of PCBs found in their transformers has been between 50 parts per million (ppm) and 100 ppm. These concentrations are well below the EPA designation of 500 ppm as being PCB-containing.

The surrounding urban neighborhood and commercial properties would be maintained in accordance with fire department standards and constantly monitored. The proposed project would further reduce the risk of wildland fires through removal of the existing vegetation and placement of pavement and curbs. This type of environment is less conducive to the spreading of wildland fires. The proposed project would, therefore, create no wildland fire impacts.

2.2.4.4 Avoidance, Minimization and/or Mitigation Measures

Asbestos-containing materials may be present in some of the structures in the project area that may be demolished or renovated for this project. Two residences—located at 148 East Los Angeles Avenue (APN 506-0-020-060) and 240 East Los Angeles Avenue (APN 506-0-020-120)—may be demolished during this proposed road widening project. An asbestos survey of the two residences will be conducted prior to the start of construction. The City will ensure that an asbestos survey will be conducted by a certified consultant prior to demolition or renovation of any structures within the proposed project area. If asbestos-containing materials are found in the residences, they will be removed and properly disposed of prior to demolition or renovation, in accordance with Ventura County Air Pollution Control District regulations and rules.

The manufacture of lead-based paint (LBP) was banned in 1978; however, because many of the structures on-site were constructed prior to this ban, it is likely that LBP was used on some of the residences or businesses adjacent to the site. Most buildings on Los Angeles Avenue would not be affected by the road widening project, therefore, the presence of LBP on these structures is not expected to impact the project. However, two residences located at 148 East Los Angeles Avenue (APN 506-0-020-060) and 240 East Los Angeles Avenue (APN 506-0-020-120) may be demolished or renovated during this proposed road widening project. If demolition is required, an LBP assessment of the residences proposed for demolition will be completed prior to the start of construction. If LBP is found in the residences, it will be removed and properly disposed of prior to demolition or renovation.

2.2.5 Air Quality

2.2.5.1 Regulatory Setting

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are carbon monoxide (CO), nitrogen oxides (NO_X), ozone (O_3), particulate matter (PM), lead (Pb), and sulfur dioxide (SO_2).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not first found to conform to State Implementation Plan (SIP) for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for CO, NO_X, O_3, and PM. At the regional level, RTPs are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization, such as the SCAG for Ventura County and the appropriate federal agencies, such as the FHWA, make the determination that the RTP is in conformity with the SIP for achieving the goals of the Clean Air Act. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires "hot spot" analysis if an area is "nonattainment" or "maintenance: for CO and/or PM. A region is a "nonattainment" area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called "maintenance" areas. "Hot spot" analysis is essentially the same, for technical purposes, as CO or PM analysis performed for National Environmental Policy Act (NEPA) and CEQA purposes. Conformity does include some specific standards for projects that require a "hot spot" analysis. In general, projects must not cause the CO standard to be violated, and in "nonattainment" areas the project must not cause any increase in the number and severity of violations. If a known CO or PM violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

Applicable Regulations and Rules

Ventura County Air Pollution Control District (VCAPCD) regulations and rules applicable to the proposed project are listed in Table 16.

Table 16
Applicable VCAPCD Air Quality Compliance Rules

Regulation	Description
Regulation III Rule 42.5	Asbestos Removal Fee
Regulation IV Rule 51	Nuisance
Regulation IV Rule 52	Particulate Matter – Concentration (Grain Loading)
Regulation IV Rule 53	Particulate Matter –Process Weight
Regulation IV Rule 54	Sulfur Compounds
Regulation XI Rule 55	Fugitive Dust
Regulation IV Rule 57	Particulate Matter Emissions from Fuel Burning Equipment
Regulation IV Rule 62.7	Asbestos – Demolition and Renovation
Regulation IV Rule 64	Sulfur Content of Fuels
Regulation IV Rule 69	Asphalt Air Blowing
Regulation XI Rule 220	Conditional Approval of Authority to Construct or Permit to Operate
Regulation XI Rule 221	Transportation Conformity

Source: Ventura County Air Pollution Control District (2007).

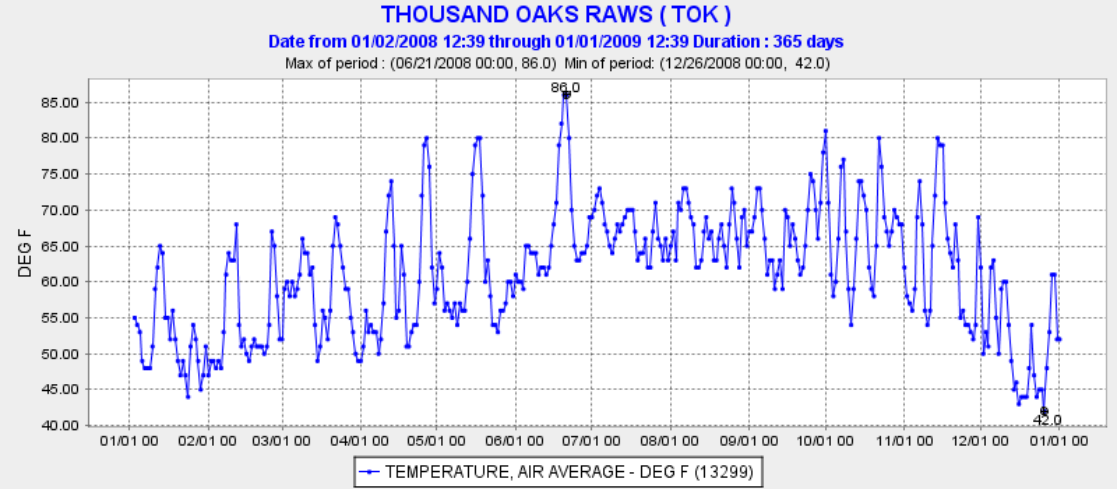
2.2.5.2 Affected Environment

Air quality within the County is affected by the concentrations of various pollutants in the atmosphere. The amount of pollutants in the atmosphere is, in turn, affected by the interaction of three factors: local topography, the prevailing meteorological conditions, and the amount of pollution emitted into the atmosphere.

Meteorology and Climate

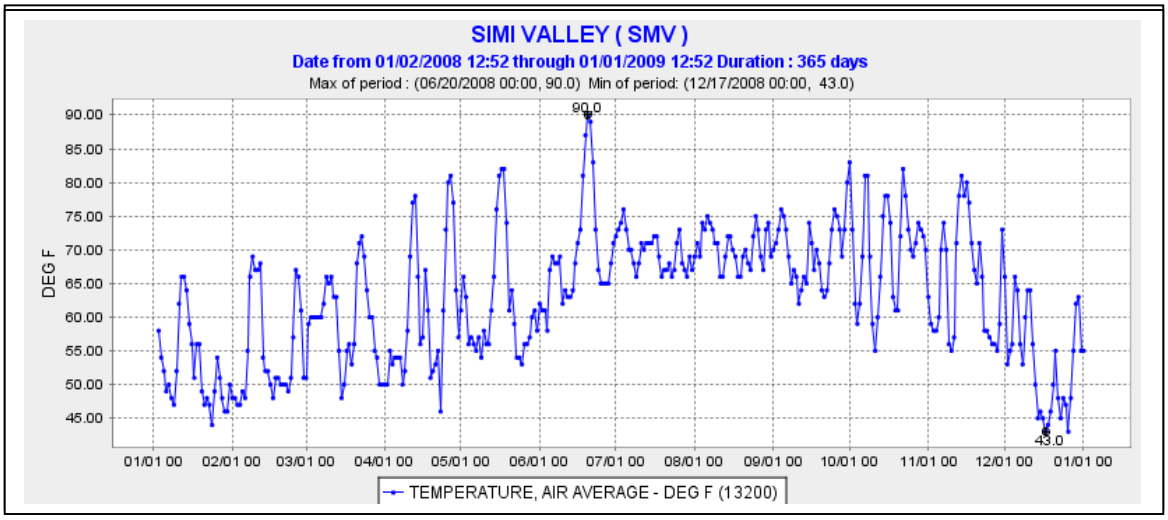
Ventura County topography consists of the coastal shore, the coastal plain, coastal mountain ranges, and several inland valleys. The Los Padres National Forest lies along the northern part of the County where the terrain is mountainous with altitudes reaching up to 2,682 meters (8,800 feet). The Pacific Ocean borders the County in the south where altitude is sea level. Consequently, temperature and precipitation throughout the County vary with elevation.

The City of Moorpark lies in the southern part of the County where the climate is Mediterranean or dry summer subtropical. The weather is cool and wet from November through April and warm and dry from May through October. The Pacific Ocean, which borders the County on the southwest, has a moderating effect on temperature fluctuations. The mean temperature in the City area ranges from 6.8 to 23.9 degrees Celsius (44.3 to 75.1 degrees Fahrenheit). There are two air quality monitoring stations located within ten miles of the project site; Simi-Valley Cochran Street Station approximately ten miles to the east and Thousand Oaks-Moorpark Station approximately five miles to the south. The climate and meteorological data from these two stations are provided below. The average daily temperature recorded at nearby meteorological stations in Thousand Oaks and Simi Valley ranges from 42 to 86 and 43 to 90 degrees Fahrenheit (°F), respectively. Average temperature data are presented in Figure 10 and Figure 11, respectively.



Source: http//cdec.water.ca.gov (5/20/09)

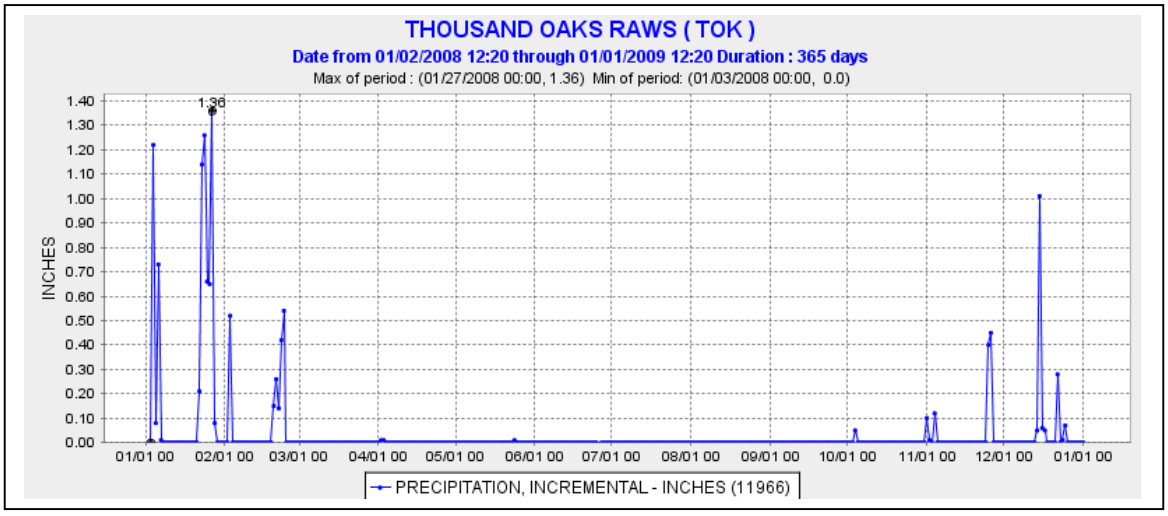
Figure 10 Average Temperature for Thousand Oaks, California (CY 2008)



Source: http//cdec.water.ca.gov (5/20/09)

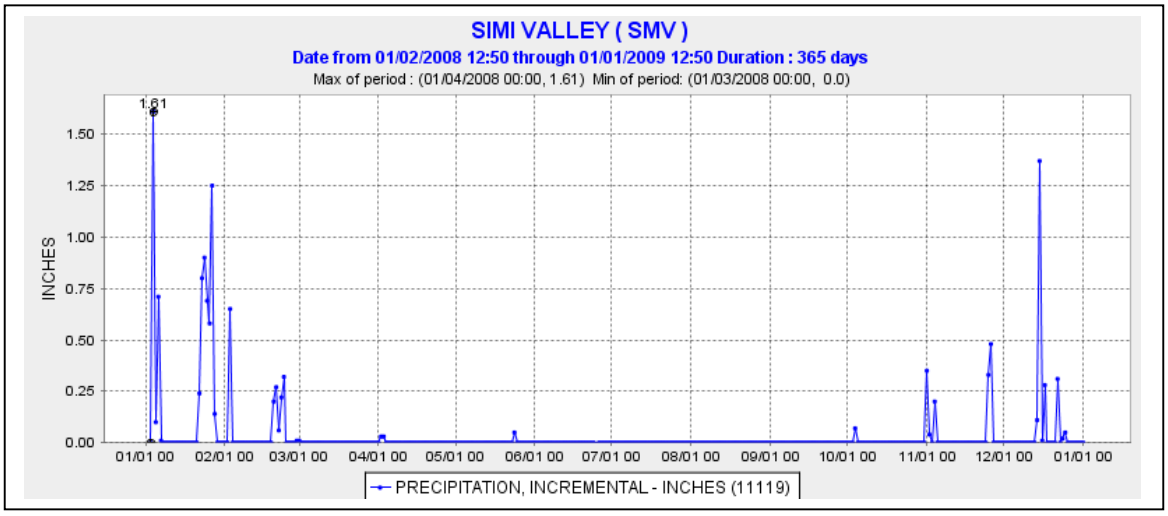
Figure 11 Average Temperature Simi Valley, California (CY 2008)

Average annual rainfall for the area is 16 inches, most of which falls between November and April. The incremental rainfall recorded at nearby meteorological stations in Thousand Oaks and Simi Valley are presented in Figure 12 and Figure 13, respectively. The maximum rainfall in 2008 ranges from 0.10 to 1.61 inches, respectively



Source: http//cdec.water.ca.gov (5/20/09)

Figure 12 Incremental Rainfall in Thousand Oaks, California



Source: http//cdec.water.ca.gov (5/20/09)

Figure 13 Incremental Rainfall in Simi Valley, California

Winds are usually light during the nighttime hours, reaching average speeds of approximately 7 to 11 miles per hour, and are most often southwesterly.

Inversion conditions and stagnation are general atmospheric conditions that can contribute to concentration of pollutants. The inversion acts as a lid and restricts the vertical dispersion of pollutants, thus increasing local pollutant concentrations. Pollutants can be "trapped" in the inversion layer until heat lifts the layer or strong surface winds disperse the pollutants.

The principal meteorological conditions that control dispersion are winds and turbulence (or mixing ability) of the atmosphere. The wind direction determines which locations would be affected by a given source. The wind speed, along with the degree of turbulence, controls the volume of air available for pollutant dilution. Atmospheric stability is a measure of the mixing ability of the atmosphere and, therefore, its ability to disperse pollutants. Greater turbulence and mixing are possible as the atmosphere becomes less stable, and thus pollutant dispersion increases. In general, stable conditions occur most frequently during the nighttime and early morning hours.

Project Air Quality (Ozone and PM Monitoring Data)

As discussed above, there are two air quality monitoring stations within ten miles of the project site; Simi-Valley Cochran Street Station approximately ten miles to the east and Thousand Oaks-Moorpark Station approximately five miles to the south. A summary of the most recent three years of ozone monitoring data for these stations is shown in Table 17 and Table 18. These data indicate better air quality at the Thousand Oaks-Moorpark Station than the Simi-Valley Cochran Street Station. These data also indicate improving air quality at the Thousand Oaks-Moorpark Station while no clear trend is indicated for the Simi-Valley Cochran Street Station

Table 17
Ozone Air Quality Summary for the Simi Valley–Cochran Street Station

Year	Standards Exceeded (number of days)			Maximum Concentration (ppm)	
	1hr state	1hr federal	8 hr federal	1hr-average	8hr-average
2008	14	Revoked	27	0.115	0.095
2007	17	Revoked	19	0.113	0.097
2006	14	Revoked	30	0.130	0.104

Source: California Air Resources Board, California Air Quality Data - http://www.arb.ca.gov/aqd/aqdpage.htm (5/20/09)

Table 18
Ozone Air Quality Summary for the Thousand Oaks-Moorpark Road Station

Year	Standards Exceeded (number of days)			Maximum Concentration (ppm)	
	1hr state	1hr federal	8 hr federal	1hr-average	8hr-average
2008	1	Revoked	6	0.103	0.083
2007	2	Revoked	2	0.112	0.101
2006	2	Revoked	5	0.096	0.082

Source: California Air Resources Board, California Air Quality Data - http://www.arb.ca.gov/aqd/aqdpage.htm (5/20/09)

A summary of the most recent three years of PM_{10} and $PM_{2.5}$ monitoring data for these stations is shown on Table 19 and Table 20. Information from the closest station, Simi Valley – Cochran Street Station, is being presented because there is a lack of data at the Thousand Oaks – Moorpark Road Station. These data indicate better air quality at the Thousand Oaks-Moorpark Station than the Simi-Valley Cochran Street Station. These data also indicate improving air quality at the Simi-Valley Cochran Street Station while the data is insufficient to indicate a trend for the Thousand Oaks-Moorpark Station

Table 19
PM Air Quality Summary for the Simi Valley–Cochran Street Station

Year	Standards Exceeded (number of days)				Maximum Concentration ($\mu g/m^3$)		Maximum Concentration ($\mu g/m^3$)	
	PM_{10}		$PM_{2.5}$		PM_{10}		$PM_{2.5}$	
	24-hr State[1]	24-hr Federal[2]	24-hr State	24-hr Federal	State	Federal	State	Federal
2008	12.3	0	No data Available	3.1	80.1	83.6	61.1	35.6
2007	24.5	0	No data Available	6.3	116.7	118.5	54.4	48.8
2006	6.5	0	No data Available	0	55.8	56.9	40.1	31.7

Source: California Air Resources Board, California Air Quality Data - http://www.arb.ca.gov/aqd/aqdpage.htm (5/20/09)

Notes: 1. Standard for state PM_{10} is 50 $\mu g/m^3$
2. Standard for federal PM_{10} is 150 $\mu g/m^3$

Table 20
PM Air Quality Summary for the Thousand Oaks-Moorpark Road Station

Year	Standards Exceeded (number of days)				Maximum Concentration ($\mu g/m^3$)		Maximum Concentration ($\mu g/m^3$)	
	PM_{10}		$PM_{2.5}$		PM_{10}		$PM_{2.5}$	
	24-hr State[1]	24-hr Federal[2]	24-hr State	24-hr Federal	State	Federal	State	Federal
2008	No data available	No data available	No data Available	0	No data available	No data available	43.3	27.8
2007	No data available	No data available	No data Available	0	No data available	No data available	50.7	31.5
2006	No data available	No data available	No data Available	0	No data available	No data available	28.4	28.4

Source: California Air Resources Board, California Air Quality Data - http://www.arb.ca.gov/aqd/aqdpage.htm (5/20/09)

Notes: 1. Standard for state PM_{10} is 50 $\mu g/m^3$
2. Standard for federal PM_{10} is 150 $\mu g/m^3$

2.2.5.3 Air Quality Conformity

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not first found to conform to State Implementation Plan (SIP) for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional Air Quality Conformity

A project is deemed to meet regional conformity if the design and scope of the proposed project are the same as described in the RTP and Regional Transportation Improvement Program (RTIP).

The proposed project has project identification number VEN34089 and is described as "*In Moorpark L.A. Avenue from Route 23 (Moorpark Ave.) to E/O Spring Construct Sidewalks, Realign Roadway and Widen from 4 to 6 lanes*."

The proposed project is fully funded and is included in the regional emissions analysis conducted by Southern California Association of Governments (SCAG) for the conforming 2008 Regional Transportation Plan (RTP) adopted. The project's design concept and scope have not changed significantly from what was analyzed in the 2008 RTP. This analysis found that the plan and, therefore, the individual projects contained in the plan, are conforming projects, and will have air quality impacts consistent with those identified in the state implementation plans (SIPs) for achieving the National Ambient Air Quality Standards (NAAQS). FHWA determined the 2008 RTP to conform to the SIP on June 5, 2008.

The proposed project is also included in the federal SCAG financially constrained 2008 RTIP (SCAG 2009). The project's open to the public year is consistent with (within the same regional emission analysis period as) the construction completion date identified in the federal TIP and/or RTP. The federal TIP gives priority to eligible Transportation Control Measures (TCMs) identified in the SIP and provides

sufficient funds to provide for their implementation. FHWA determined the TIP to conform to the SIP on November 17, 2008.

Project Level Conformity

If a project is located in a nonattainment or maintenance area for a given pollutant, then additional air quality analysis and reduction measures in regard to that pollutant is required. The following sections address attainment status and required analysis for nonattainment in Ventura County. In a letter dated July 13, 2009 (Appendix A), the FHWA found that the Conformity Determination for the widening project conforms to the SIP in accordance with 40 CFR Part 93.

Applicable Standards and Region Attainment Status

The EPA classifies air quality within each Air Quality Control Region (AQCR) with regard to its attainment of federal primary and secondary NAAQS. According to U.S. EPA guidelines, an area with air quality better than the NAAQS for a specific pollutant is designated attainment for that pollutant. Any area not meeting ambient air quality standards is classified nonattainment. When there is a lack of data for the U.S. EPA to define an area, the area is designated unclassified and treated as an attainment area until proven otherwise. Pollutant concentrations within the Ventura Air Basin atmosphere are assessed relative to the federal and state ambient air quality standards.

The County is in attainment for all standards except the federal standard for 1-hour O_3, the federal and state standards for 8-hour O_3, and the state 24-hour and annual average standards for PM less than 10 microns in diameter (PM_{10}); it is not designated for PM less than 2.5 microns in diameter ($PM_{2.5}$). Applicable national and California Ambient Air Quality Standards (CAAQS) is summarized in Figure 14.

Ozone Nonattainment

Ozone is not produced directly by any pollutant source. Instead, it is formed by a reaction between nitrogen oxides (NO_x) and reactive organic compounds (ROCs) in the presence of sunlight. A reduction in O_3 is dependent on a reduction in NO_x and ROC emissions. Significant reduction in NO_x and ROC emissions can be achieved through reducing the number of vehicle trips. Reduction of these pollutants has the added benefit of reducing the concentration of entrained PM_{10} and $PM_{2.5}$ emissions.

Ozone concentrations are generally highest during the summer months and coincide with atmospheric inversions. At their maximum, O_3 concentrations tend to be regionally distributed. This is due to the homogeneous dispersion of the precursor emissions in the atmosphere. Hence, when an inversion occurs, the mixing of the precursor pollutants is within a much smaller volume of air

Ventura County was classified as a severe nonattainment area for the federal 1-hour ozone standard in November 1990. However, emission controls have improved the long-term air quality trends, decreasing the number of days over the federal 1-hour standard. The region achieved the former federal 1-hour ozone standard during the 2000–2002 and the 2001–2003 periods. In 2004 and 2005, Ventura County experienced no exceedances of the federal 1-hr ozone standard.

In June 2004, the United States Environmental Protection Agency's (U.S. EPA) more health-protective 8-hour ozone standard went into effect. The federal 1- hour ozone standard was revoked one year later on June 15, 2005. Based on the more protective 8-hour standard, Ventura County exceeded the ozone standard on 17 days in 2004 and 11 days in 2005; 15 of the 17 exceedances for 2004 and 10 of the 11 exceedances for 2005 occurred at the Simi Valley regional area.

Under the federal 8-hour standard, Ventura County is classified as a serious nonattainment area (excluding the Channel Islands of Anacapa and San Nicolas Islands which are unclassified/attainment), with a June 15, 2013 attainment deadline.

Ventura County is also a severe nonattainment area for the State 1-hour ozone standard. State air quality standards are more health protective than the federal standards (ARB approved a new State 8-hour ozone standard in April 2005, with special consideration for children's health. The State 1-hour ozone standard is retained.) Even so, improvements in long-term air quality trends have reduced exceedances of the State 1-hour standard from 99 days in 1990 to 17 days in 2005.

CO "Hot Spot" Analysis

Transportation-related projects raise a concern about the creation of a CO "hot spot" because CO is emitted as a component of vehicular exhaust. The CO from vehicular exhaust may cause excessive and unacceptable concentrations of CO to accumulate near the vehicular traffic. The accumulation is greatest in the vicinity of slow moving and/or idling vehicles and is therefore a concern near congested roadways and intersections.

The potential for the proposed project to create a CO "hot spot" was evaluated in accordance with the *Transportation Project-Level Carbon Monoxide Protocol* (Garza 1997, herein referred to as CO Protocol). The CO Protocol's process flow used in this analysis is presented in the *Air Quality Technical Study* (Tetra Tech 2008). The determinations below were made to render the proposed project satisfactory. The proposed project is:

- Not exempt from all emissions analysis;
- Not exempt from regional emission analyses;
- Defined as regionally significant;
- Not in federal attainment area;
- Included in the 2008 RTP and TIP;
- Design concept and/or scope has not changed significantly from regional analysis;
- Not expected to worsen air quality; and
- Project satisfactory and no further analysis is needed.

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		Federal Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.075 ppm (147 µg/m³)		
Respirable Particulate Matter (PM10)	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		—		
Fine Particulate Matter (PM2.5)	24 Hour	No Separate State Standard		35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	15.0 µg/m³		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m³)	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		—	—	—
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m3)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (339 µg/m³)		—		
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (80 µg/m³)	—	Spectrophotometry (Pararosaniline Method)
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (365 µg/m³)	—	
	3 Hour	—		—	0.5 ppm (1300 µg/m³)	
	1 Hour	0.25 ppm (655 µg/m³)		—	—	—
Lead [8]	30 Day Average	1.5 µg/m³	Atomic Absorption	—	—	—
	Calendar Quarter	—		1.5 µg/m³	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Average [9]	—		0.15 µg/m³		
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride [8]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (11/17/08)

Figure 14 Ambient Air Quality Standards

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calender year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

8. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

9. National lead standard, rolling 3-month average: final rule signed October 15, 2008.

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (11/17/08)**

Figure 14 Ambient Air Quality Standards (Continued)

Following the process to Level 7 of the CO Protocol analysis process, it was concluded that the proposed project requires no further analysis because it does not worsen air quality. Per the CO Protocol, projects which are not considered likely to worsen air quality are satisfactory and require no further analysis. A project is considered likely to worsen air quality if the project significantly:

- Increases the percentage of vehicles operating in cold start mode;
- Increases traffic volumes; or
- Worsens traffic flow.

The percentage of vehicles operating in cold start mode is forecast to remain the same with or without the proposed project for all hours of the day. Traffic volumes are expected to remain the same with implementation of the proposed project for all hours of the day. Traffic congestion is forecast to remain the same or improve at all roadway and intersections affected by the proposed project (Austin-Foust 2007). Because the proposed project does not meet any of the criteria for a project likely to worsen air quality, the proposed project is satisfactory and requires no further analysis.

Particulate Matter "Hot Spots" Analysis

The proposed project is located in Ventura County, which is not in a federal $PM_{2.5}$ and PM_{10} nonattainment or maintenance area; therefore the proposed project requires no further analysis relative to $PM_{2.5}$ and PM_{10}. The project adequately meets the conformity requirements stated in the Clean Air Act section 176(c)(1)(B), which is the statutory criterion that must be met by all projects in nonattainment and maintenance areas that are subject to transportation conformity. Section 176(c)(1)(B) states that federally-supported transportation projects must not "cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area."

To meet statutory requirements, the March 10, 2006 final rule requires $PM_{2.5}$ and PM_{10} hot-spot analyses to be performed for projects of air quality concern. Qualitative hot-spot analyses would be done for these projects before appropriate methods and modeling guidance are available and quantitative $PM_{2.5}$ and PM_{10} hot-spot analyses are required under 40 CFR 93.123(b)(4). In addition, through the final rule, EPA determined that projects not identified in 40 CFR 93.123(b)(1) as projects of air quality concern have also met statutory requirements without any further hot-spot analyses (40 CFR 93.116(a)).

The proposed project is not expected to be of concern to the air quality. The March 10, 2006 final rule provided provisions for any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F. Therefore, a qualitative hot-spot analysis is not required for the proposed project.

In order to ensure attainment with federal $PM_{2.5}$ and PM_{10} attainment levels, the project-level mitigation or control measures to reduce $PM_{2.5}$ and PM_{10} will be established and will conform to Ventura Air Pollution Control District Rules and Regulations. Standard PM mitigation measures will be incorporated during the construction portion of the proposed alternative.

Mobile Source Air Toxics Analysis

In addition to the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources. 66 FR 17229 (March 29, 2001). This rule was issued under the authority in Section 202 of the Clean Air Act. In its rule, EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, FHWA projects that even with a 64 percent increase in VMT, these programs will reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 percent to 65 percent, and will reduce on-highway diesel PM emissions by 87 percent.

California's vehicle emission control and fuel standards are more stringent than Federal standards, and are effective sooner, so the effect on air toxics of combined State and Federal regulations is expected to result in greater emission reductions, more quickly, than the FHWA analysis shows. The FHWA analysis, with modifications related to use of the California-specific EMFAC model rather than the MOBILE model, would be conservative.

This Supplemental IS/EA includes a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with the alternatives in this Supplemental IS/EA. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

Information that is Unavailable or Incomplete. Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

1. Emissions: The EPA and California tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While both MOBILE 6.2 and EMFAC (either 2002 or the recently-released 2007 version) are used to predict emissions are regional level, they have limitations when applied at the project level. Both are a trip based models-emission factors are projected based on a typical trip around 7.5 miles, and on average speeds for this typical trip. This means that neither model has the ability to predict emission factors for a specific vehicle operating conditions at a specific location at a specific time. Because of this limitation, both models can only approximate the emissions from operating speeds and levels of congestion likely to be present on the largest-scale

projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter, the MOBILE 6.2 model results are not sensitive to average trip speed; however particulate matter (PM) emissions from the EMFAC model are sensitive to trip speed, so for California conditions diesel PM emissions are treated the same as other emissions. Unlike MOBILE 6.2, the EMFAC model does not provide MSAT emissions factors; off-model speciation of EMFAC's Total Organic Compounds output must be used to generate MSAT emissions. The emissions rates used in both MOBILE 6.2 and EMFAC are based on a limited number of vehicle tests.

These deficiencies compromise the capability of both MOBILE 6.2 and EMFAC 2002/2007 to estimate MSAT emissions. Both are adequate tools for projecting emissions trends, and performing relative analyses between alternative for very large projects, but neither is sensitive enough to capture the effects of travel changes caused by smaller projects or to predict emissions near specific roadside locations.

2. Dispersion. The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of carbon monoxide (CO) to determine compliance with the NAAQS. The CALINE4 model used in California is an improvement on the CALINE3-based EPA models, but like them was built primarily for CO analysis, has not been specifically validated for use with other materials such as MSATs, and is difficult to use for averaging periods of more than 8 hours or so (health risk data for MSATs are typically based on 24-hr, annual, and long-term (30-70 years) exposure). Dispersion models are appropriate for predicting maximum concentrations that can occur at some time at some location with a geographic area, but cannot accurately predict exposure patterns at specific times at specific locations across an urban area to access potential health risk. The NCHRP is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, FHWA is also faced with a lack of adequate monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

3. Exposure Levels and Health Effects. Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs. Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or State level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at http://www.epa.gov/iris. The following toxicity information for the six prioritized MSATs was taken from the IRIS database *Weight of Evidence Characterization* summaries. This information is taken verbatim from EPA's IRIS database and represents the Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures. The five organic-based MSATs listed below are also listed as a toxic air contaminants by the California Air Resources Board.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.
- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust** (DE) is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases. The particulate matter fraction of diesel exhaust (Diesel PM) has been identified by the California Air Resources Board as a toxic air contaminant due to long-term cancer risk.
- **Diesel exhaust** also is connected with chronic respiratory effects, possibly the primary noncancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a non-profit organization funded by EPA, FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes -- particularly respiratory problems[3]. Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria and other pollutants. The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project.

Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of impacts based upon theoretical approaches or research methods generally accepted in the scientific community. Because of the uncertainties outlined above, a reliable quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment."

In this document, FHWA has provided a qualitative analysis of MSAT emissions relative to the various alternatives and has acknowledged that the project alternatives may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated.

For each alternative in this Supplemental IS/EA, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Proposed Build Alternative is expected to be the same as that for the No-Build Alternative, because the proposed project is not expected to attract rerouted trips for elsewhere in the transportation network. Table 21 shows the VMT estimated for the No-Build Alternative. The VMT estimated for the Proposed Build Alternative is the same as the No-Build Alternative (Austin-Foust 2007).

Table 21
Vehicle-Miles Traveled (VMT) for No-Build Alternative

Year	VMT $_{1,2}$ (Vehicle – miles/day)
2007	21,000
2012	26,500
2030	39,000

Source: Traffic Analysis (Austin Foust 2007)

Notes: 1.VTM estimated by multiplying Average Daily Traffic (ADT) by total length of project (0.5 mile).
2. VMT for Proposed Build Alternative is same as the No-Build Alternative.

[3] South Coast Air Quality Management District, Multiple Air Toxic Exposure Study-II (2000); Highway Health Hazards, The Sierra Club (2004) summarizing 24 Studies on the relationship between health and air quality); NEPA's Uncertainty in the Federal Legal Scheme Controlling Air Pollution from Motor Vehicles, Environmental Law Institute, 35 ELR 10273 (2005) with health studies cited therein. California Air Resources Board, Air Quality and Land Use Handbook (2005).

Because the estimated VMT for the Proposed Build Alternative is expected to be nearly the same as the No-Build Alternative, it is expected there would be no appreciable difference in overall MSAT emissions among the two alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's and California's control programs that are projected to reduce MSAT emissions by at least 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as a part of the project alternative will have the effect of moving some traffic closer to nearby homes and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of MSATs could be higher under certain build alternatives than the no-build alternative. The California Air Resources Board's "Air Quality and Land Use Handbook" identifies the following land uses as particularly sensitive to MSATs: residential areas, schools, hospitals, and other health care facilities, day care and other child care facilities, and parks and playgrounds. (The location of sensitive land uses within ¼ mile of the project is shown in Figure 8.) However, as discussed above, the magnitude and the duration of these potential increases compared to the no-build alternative cannot be accurately qualified due to the inherent deficiencies of current models. When a highway is widened and, as a result, moves closer to receptors, the localized effect of a given amount of MSAT emissions for the build alternative may be higher relative to the no-build alternative, but this should be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSATs will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's and California's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases will cause region-wide MSAT levels to be significantly lower than today.

2.2.5.4 Impacts

The following environmental issues were considered; no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

- A CO "hot spot" is not expected to result from the implementation of the proposed project. The proposed project is not expected to worsen air quality.
- The $PM_{2.5}$ and PM_{10} "hot" analyses do not apply due to the proposed project being located in a federal attainment area for $PM_{2.5}$ and PM_{10}. The proposed project is not expected to be of concern to the air quality.
- The MSAT analysis indicates that implementation of the proposed project is not likely to cause a significant increase in MSAT emissions. The MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

Construction Impacts

Construction activities that would be conducted at the proposed project's site would include surface preparation, compacting, and asphalt and concrete paving. The pollutants that are anticipated to result from construction of the proposed project are NO_x, SO_2, CO, PM_{10}, and ROC. The proposed project is

anticipated to be completed in 6 months. Air quality impacts from the construction activities are calculated based on a completion period of 6 months.

Different types of heavy equipment would be used throughout the construction phase of the proposed project. During construction, it is estimated that not all equipment would operate simultaneously. In addition, construction-related mobile source emissions would include mobile equipment traveling on-site and off-site, and construction workforce vehicles. For the proposed project, resulting emissions from site preparation are generated from wind erosion, dirt piling, material handling, and entrained PM_{10} emissions from passenger vehicle and truck travel. Resulting emissions from construction activities are presented in the *Air Quality Technical Study* (Tetra Tech 2008).

Currently, quantitative thresholds are not in place for short-term/construction impacts occurring in the County. However, projects within the County that have the potential to result in short-term impacts on the region's air quality are required to adhere to VCAPCD emission mitigation measures.

Emissions associated with site preparation and roadway construction activities were estimated using URBEMIS 2007 (Version 9.2.0). Emission sources include fugitive dust emissions from site grading activities, reactive organic gas (ROG) emissions from asphalt paving, and exhaust emissions from heavy duty equipment used for both site grading and paving activities. The estimated contruction related emissions are shown on Table 22

Technical assumptions used in the URBEMIS model and the modeling results are presented in the *Air Quality Technical Study* (Tetra Tech 2008).

Operational Impacts

Area sources generating incremental air quality impacts associated with the proposed project include landscape maintenance equipment such as lawn mowers, shredders/grinders, blowers, and trimmers.

Table 22
Construction Emissions

Pollutant	Emission (lb/day)	VCAPCD Threshold* (lb/day)
ROG	6.19	25
NO_X	43.82	25
CO	25.24	NA
SO_2	0.00	NA
PM_{10}	12.83	NA

*Project is not in the Ojai planning area
Source: Ventura County Air Quality Assessment Guidelines

The VCAPCD threshold of significance for long-term/operational emissions is 25 pounds per day of either NO_x or ROC. Long-term/operational air impacts are defined as the proposed project's operational emissions. The traffic study conducted for the proposed project indicates that traffic volumes are not forecast to increase significantly with implementation of the proposed project and traffic congestion is forecast to remain the same or improve at all roadway and intersections affected by the proposed project (Austin-Foust 2007). Since an increase in operational emissions is not expected as a result of proposed project implementation, long-term operational emissions were not calculated.

Cumulative Impacts

The CEQA refers to cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." According to the Ventura County Air Quality Assessment Guidelines (VCAQAG), a project is considered to have a significant cumulative adverse air quality impact if that project either is not consistent with the AQMP (VCAPCD 2004) or exceeds established thresholds. The proposed project is consistent with the AQMP based on the criteria established in the VCAQAG. The proposed project is not expected to violate any air quality standard or contribute substantially to an existing or projected air quality violation. No adverse impact is expected to result from the implementation of the proposed project.

2.2.5.5 Avoidance, Minimization and/or Mitigation Measures

Since the air pollutant levels in Ventura County exceed the state and federal ozone standards and the state PM10 standard, The VCAPCD recommends implementation of both "Fugitive Dust" and "ROC and NOX" construction mitigation measures

Fugitive Dust Mitigation Plan

In order to mitigate the particulate matter emissions associated with the construction phase of the proposed project, the following fugitive dust mitigation plan will be implemented:

1. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.

2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.

3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:

   a) All trucks shall be required to cover their loads as required by California Vehicle Code §23114.

   b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.

4. Graded and/or excavated inactive areas of the construction site shall be monitored by (indicate by whom) at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.

5. Signs shall be posted on-site limiting traffic to 15 miles per hour or less.

6. During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.

7. Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

8. Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

ROC and NO_X Construction Mitigation Plan

1. Minimize equipment idling time.

2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.

3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.

4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.

2.2.5.6 . Climate Change

Regulatory Setting

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include carbon dioxide (CO2), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 – tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. Assembly Bill 1493 requires the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the U.S. Environmental Protection Agency (EPA). The waiver was denied by EPA in December 2007. See California v. Environmental Protection Agency, 9th Cir. Jul.

[3] Governor's Strategic Growth Plan, Fig. 1 (http://gov.ca.gov/pdf/gov/CSGP.pdf)

25, 2008, No. 08-70011. However, on January 26, 2009, it was announced that EPA will reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5 mpg fuel economy standard for automobiles and light duty trucks which will take effect in 2012. This standard is the same standard that was proposed by California, and so the California waiver request has been shelved.

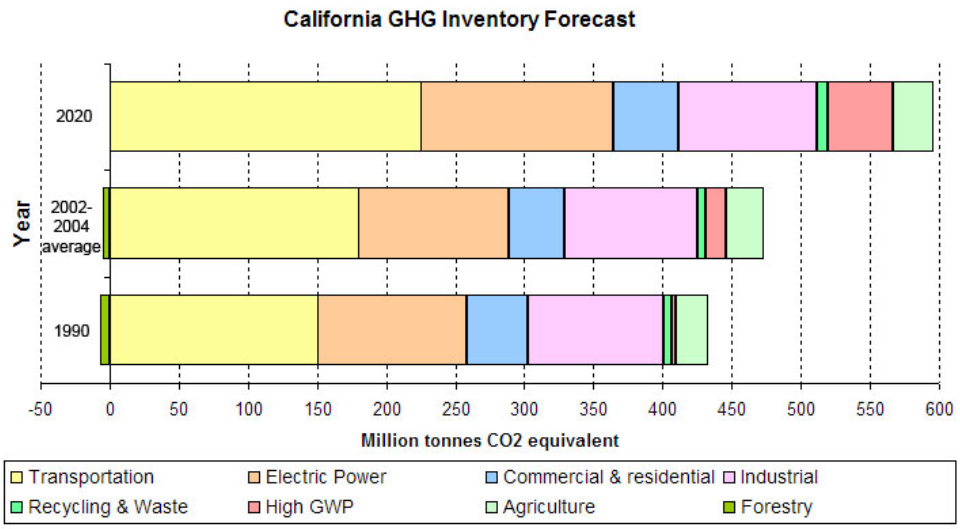
On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. Environmental Protection Agency et al., 549 U.S. 497 (2007). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

According to Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate change in CEQA Documents (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

As part of its supporting documentation for the Draft Scoping Plan, CARB recently released an updated version of the GHG inventory for California (June 26, 2008). Figure 15 is a graph from that update that shows the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.



Source : http://www.arb.ca.gov/cc/inventory/data/forecast.htm

Figure 15 California GHG Inventory

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation (see Climate Action Program at Caltrans (December 2006), Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006. This document can be found at: http://www.dot.ca.gov/docs/ClimateReport.pdf

Project Analysis

One of the main strategies in the Department's Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour (see Figure below). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO2, may be reduced.

The purpose of this project is: to improve safety, by eliminating existing weaving problems; to provide congestion relief in order to improve traffic flow on the regional transportation system; to improve movement of people, freight, goods and enhance the overall operation of the City of Moorpark along Los Angeles Avenue (SR-118); and to help achieve the goals of the City of Moorpark 2030 Regional Transportation Plan.

The proposed project would provide increased capacity and improved traffic operations along the Los Angeles Avenue corridor and at the intersections of Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road. The proposed project would not individually or cumulatively exceed the LOS standard established by the city, Ventura County and Caltrans. The traffic analysis (Austin-Foust 2007) indicates the intersections would operate with substantially less delay per vehicle than without the proposed project as shown in Table 15.

Alternatives for the proposed project are the Proposed Build Alternative and No-Build Alternative. These two alternatives are described in section 1.7. The primary deficiency of the existing section of Los Angeles Avenue, specifically within the project limits, is insufficient capacity due to high traffic volumes, resulting in congestion and delays; that substantially affect local access. The No-Build Alternative would not meet the proposal project objectives.

Caltrans recognizes the concern that carbon dioxide emissions raise for climate change. However, modeling and gauging the impacts associated with an increase in GHG emissions levels, including carbon dioxide, at the project level is not currently possible. No federal, state or regional regulatory agency has provided methodology or criteria for GHG emission and climate change impact analysis. Therefore, Caltrans is unable to provide a scientific or regulatory based conclusion regarding whether the project's contribution to climate change is cumulatively considerable.

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governor's Executive Orders and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a $238.6 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including $100.7 billion in transportation funding through 2016[5] as shown on the Figure 16, the Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

[3] Governor's Strategic Growth Plan, Fig. 1 (http://gov.ca.gov/pdf/gov/CSGP.pdf)

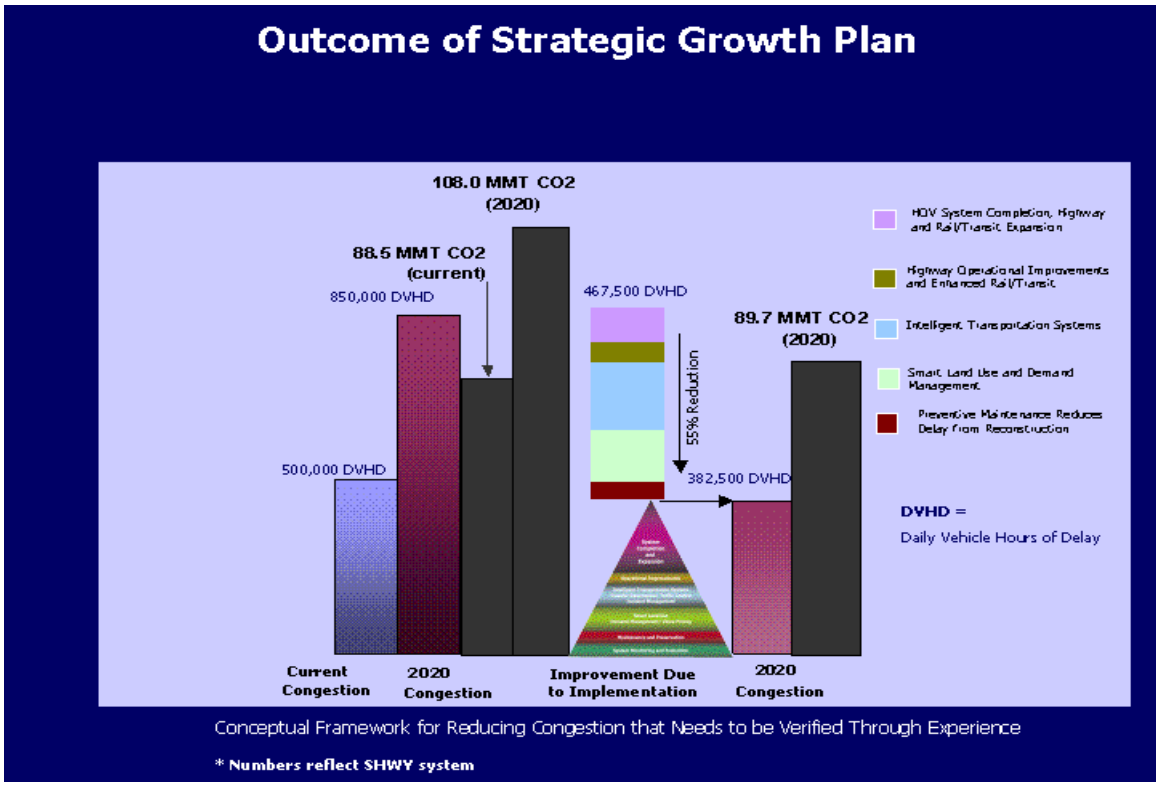


Figure 16 Outcome of Strategic Growth Plan

As part of the Climate Action Program at Caltrans (December 2006, http://www.dot.ca.gov/docs/ClimateReport.pdf), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by EPA and CARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the UC Davis.

2.2.6 Noise

2.2.6.1 Regulatory Setting

Under CEQA, a substantial noise increase may result in a significant adverse environmental effect. If so, the noise increase must be mitigated or identified as a noise impact for which no feasible mitigation is available. Specific economic, social, environmental, legal, and technological conditions may make noise mitigation measures infeasible. Under NEPA, impacts and measures to mitigate adverse impacts must be identified, including the identification of impacts for which no mitigation or only partial mitigation is available. The FHWA regulations (Title 23, Part 772 of the Code of Federal Regulations) constitute the

federal noise standard. Projects complying with this standard are also in compliance with the requirements stemming from NEPA.

Caltrans Noise Standards

For highway transportation projects with Federal Highway Administration involvement, and the Department's, as assigned, the Federal-Aid Highway Act of 1970 and the associated implementing regulations (23 Code of Federal Regulations 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during planning and design of a highway project. The regulations contain noise abatement criteria that are used to determine when a noise impact would occur. The noise abatement criteria differ depending on the type of land use under analysis. For example, the criterion for residences (67 decibels) is lower that the criterion for commercial areas with exterior frequent human use (72 decibels). Table 22 lists the noise abatement criteria for use in the National Environmental Policy Act and 23 Code of Federal Regulations 772 analyses. 23 CFR 772 requires that construction noise impacts be identified, but does not specify specific methods or abatement criteria for evaluating construction noise. However, the FHWA Roadway Construction Noise Model (Federal Highway Administration 2006) can be used to determine if construction would result in adverse construction noise impacts on land uses or activities in the project area.

Traffic Noise Analysis Protocol for New Highway Construction Projects. Projects governed by Caltrans Noise Assessment Protocol are considered Type 1; a noise analysis is required for all Type 1 projects. A Type 1 project is defined in the 23 CFR 772 as follows:

- Proposed federal or federal aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway, which changes either horizontal or vertical alignment or increases the number of through traffic lanes.

In accordance with the Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, October 1998,* a noise impact occurs when the future noise level associated with the project results in a substantial increase in noise level (defined as a 12 A-weighted decibels [dBA] or more increase) or when the future noise level associated with the project approaches or exceeds the Noise Abatement Criteria (NAC) (Table 23).

California Streets and Highways Code, Section 216. Section 216 of the California Streets and Highway Code contains provisions for regulating noise levels affecting classrooms, libraries, multipurpose rooms, and spaces used for pupil personnel services of a public or private elementary or secondary school. The code states that if interior noise levels produced by freeway traffic, or by the construction of a freeway exceeds 52 dBA, Caltrans will undertake a noise abatement program in any such classroom, library, multi-purpose room, or space used for pupil personnel service to reduce the freeway traffic noise level therein to 52 dBA Leq, or less. Measures include but are not limited to installing acoustical materials, eliminating windows, installing air conditioning, or constructing sound baffle structures.

Table 23
Noise Abatement Criteria

Activity Category	NAC Hourly A-Weighted Noise Level, dBA Leq (h)	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	---	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Notes: dBA: A-weighted decibel scale which simulates the range of sound that is audible by the human ear.
Leq: The long-term A-weighted sound level. This describes a time varying noise energy as a steady noise level.

The FHWA Traffic Noise Model (TNM 2.5) calculates Leq(h) for the loudest hour of the day. The two 24-hr measurements for this project indicated that the CNEL level is equal to Leq(h). Using an "approach or exceed" criteria of within 2 dB of the NAC for Caltrans Activity Category B will allow the City's standards and Caltrans standards to be compatible.

City of Moorpark Noise Standards

Noise Element of the General Plan. The City's Noise Standards are contained in the City's General Plan Noise Element (City of Moorpark 1998). These standards address transportation-related noise impacts for various land use categories. For residential land use, the exterior noise standard is 65 dBA Community Noise Equivalent Level (CNEL) and the interior noise standard is 45 dBA CNEL (City of Moorpark 1998). The CNEL includes a 5-decibel penalty for evening noise (7:00 pm to 10:00 p.m.) in addition to the 10-decibel "penalty" for nighttime noise.

Municipal Code. The City's Municipal Code limits hours of construction to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and prohibits construction on weekends and legal holidays (City of Moorpark 2003).

2.2.6.2 Affected Environment

A *Noise Impact Analysis* was performed in support of the proposed project by Acentech in 2006 and 2008. This description of the affected environment is summarized from the technical study.

The land uses along Los Angeles Avenue between Moorpark Avenue and Spring Road include commercial land uses at the east and west ends of the project area with multi-family, single family, and undeveloped land uses in between. The existing noise conditions within the proposed project area and surrounding area are impacted by the traffic on Los Angeles Avenue.

The first row of noise receivers from the roadway includes 22 one-story single family units, 15 two-story single family units, and three multi-family buildings containing 18 first floor units. The multi-family buildings have second story units. Flory Elementary School is located at 240 Flory Avenue and is about 91.4 meters (300 feet) north of Los Angeles Avenue.

Background noise measurements were conducted to document existing noise levels at a representative location, 312 Sarah Avenue, approximately 304.8 meters (1,000 feet) north of the project alignment (see Figure 2). The measured background noise was 56 dBA.

Existing noise levels were measured at four representative locations. These noise levels were used to calibrate the noise prediction model with concurrent traffic counts and to establish the hour of highest noise levels. In addition to the four measurement locations, 44 representative receptors (R) were evaluated for potential noise impacts resulting from the proposed project, bringing the total number of modeled locations to 48. Of the 48 modeled locations, one will be acquired (R3) and three were undeveloped sites or represented a measurement location. The existing noise levels approached within 1 dBA or exceeded the NAC at eleven locations (Table 24). Traffic noise in the project area was found to peak between 7:00 a.m. and 3:00 p.m.

Table 24 Existing Noise Levels

Receptor No.	Address/Name of Building/Apartment	Existing Noise Levels Leq(h), dBA	Exceeds NAC (67 dBA)
R 1A	The Fountains Apartments	67	Yes
R 1	The Fountains Apartments	69	Yes
R 2	The Fountains Apartments	66	No
R 2A	The Fountains Apartments	64	No
R 3	148 E. Los Angeles Avenue	71	Yes
R 4	Regal Park Apartments	70	Yes
R 5	4967/4979 Big Ben Court	62	No
R 6	4978 Big Ben Court	65	No
R 7	240 E. Los Angeles Avenue	61	No
R 8	250 E. Los Angeles Avenue	71	Yes
R 9A	Undeveloped Land	68	Yes
R 12	102 Moonsong Court	58	No
R 13	110 Moonsong Court	58	No
R 14	116 Moonsong Court	58	No
R 15	124 Moonsong Court	58	No
R 16	130 Moonsong Court	58	No
R 17	138 Moonsong Court	57	No
R 18	144 Moonsong Court	57	No
R 19	152 Moonsong Court	57	No
R 20	158 Moonsong Court	57	No
R 21	166 Moonsong Court	58	No
R 22	172 Moonsong Court	57	No
R 23	180 Moonsong Court	57	No

Table 24 Existing Noise Levels (Continued)

Receptor No.	Address/Name of Building/Apartment	Existing Noise Levels Leg (h), dBA	Exceeds NAC (67 dBA)
R 24	186 Moonsong Court	57	No

2.2.6.3 Impacts

The proposed improvements along Los Angeles Avenue (SR-118) by widening the existing facility to its ultimate configuration at various locations within the project limits would result in an increase in vehicle capacity and an improved level of service (LOS). Due to the increase of vehicle capacity, potential traffic noise impacts would result. Currently, vehicular traffic on SR-118/Los Angeles Avenue is the major noise source. The worst-case traffic noise would occur when 750 vehicles per lane per hour are traveling on Los Angeles Avenue. Under worst-case traffic conditions, 27 of the 48 modeled receptors would be exposed to traffic noise approaching or exceeding the 67 dBA NAC. Feasible and reasonable noise abatements were considered for these receptors.

Long-term Operational Noise

Future traffic conditions were evaluated for the proposed project alternatives: future (2025) no build and future (2025) build. Future year 2025 noise levels were determined without soundwall conditions. Please refer to the *Noise Impact Analysis* (Acentech 2008) for details on the modeling analysis. Of the 48 modeled locations:

- One property (R3) would be acquired by the project;
- Three were not developed or else represented a measurement location;
- Seventeen locations would not qualify for abatement (were less than 66 dBA Leq(h)); and
- Twenty-seven would approach or exceed the NAC.

No receptor locations would experience a substantial increase over their corresponding existing modeled noise levels. A noise impact occurs when the future noise level associated with the project results in a

substantial increase in noise level (defined as a 12 A-weighted dBA or more increase) or when the future noise level associated with the project approaches or exceeds the NAC.

Soundwalls were analyzed for all receptor locations that would be exposed or would continue to be exposed to traffic noise levels that approach or exceed the NAC (Figures 17a and 17b; Table 25).

Short-term Construction Noise

Two types of short-term noise impacts would occur during project construction:

- Construction crew commutes and the transport of construction equipment and materials to the project site would incrementally raise noise levels on access roads leading to the site. The pieces of heavy equipment for grading and construction activities would be moved on site for the duration of each construction phase, and would not add to the daily traffic volume in the project vicinity. A high single event noise exposure potential at a maximum level of 87 dBA Lmax at 15 meters (50 feet) would exist. Lmax is the highest instantaneous sound level measured during a specified period. However, the projected construction traffic would be small when compared to existing traffic volumes on Los Angeles Avenue and other affected streets, and its associated long-term noise level change would not be perceptible. Under controlled conditions in an acoustics laboratory, the trained, healthy human ear is able to discern changes in sound levels of 1 dBA when exposed to steady, single-frequency signals in the mid-frequency range. Outside such controlled conditions, the trained ear can detect changes of 2 dBA in normal environmental noise. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dBA. A change of 5 dBA is readily perceptible, and a change of 10 dBA is perceived as being twice or half as loud. As discussed above, a doubling of sound energy results in a 3dBA increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level. Short-term construction related worker commutes and equipment transport noise impacts would be less than substantial.

- Noise would be generated during excavation, grading, and roadway construction. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated and, therefore, the noise levels along the project alignment as construction progresses.

Typical noise levels at 15 meters (50 feet) from an active construction area range up to 91 dBA Lmax during the noisiest construction phases. The site preparation phase, which includes grading and paving, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings.

Construction of the proposed project is expected to require the use of earthmovers, bulldozers, water trucks, and pickup trucks. Noise associated with the use of construction equipment is estimated between 79 and 89 dBA Lmax at a distance of 15 meters (50 feet) from the active construction area for the grading phase. The worst case composite noise level at the nearest residence during this phase of construction would be 91 dBA Lmax (at a distance of 15 meters (50 feet) from an active construction area). If the pile

driving is conducted concurrently with the site preparation, the construction site could potentially generate noise levels of 93 dBA Lmax at a distance of 15 meters (50 feet).

The closest sensitive receptor locations are located 15 meters (50 feet) from the project construction areas. Therefore, these receptor locations may be subject to short-term noise reaching 93 dBA Lmax generated by construction activities along the project alignment.

2.2.6.4 Noise Abatement

Noise Abatement Criteria

Caltrans's *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. A minimum of 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include residents' acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agency input, newly constructed development versus development pre-dating 1978, and the cost per benefited resident.

Noise abatement measures were evaluated for receptors that would be or would continue to be exposed to traffic noise levels approaching or exceeding the NAC for proposed project. Soundwalls were evaluated to reduce the noise levels at these receptor locations. Six soundwalls were evaluated in areas adjacent to the impacted receptors at five different wall heights, 6, 8, 10, 12, and 14 feet along the right-of-way.

Of the six soundwalls analyzed, all were feasible (reduced noise levels by 5 dBA) and one, SW1Awas reasonable. The soundwalls considered, along with the receptors protected, and number of benefited residences are listed in Table 26. A summary of which soundwalls are reasonable and feasible is also presented in Table 26.

The following barriers were analyzed to protect the sensitive receptor locations exposed to traffic noise levels approaching or exceeding the NAC:

SW 1 - Soundwall 1 represents a 150 m (492 ft) barrier that would follow the right-of-way in front of the Fountains Apartments to protect 10 multi-family residences represented by receptors R1, R1A, R2, and R2A. Soundwall 1 would replace the existing 6 ft property wall on private property with a 12 ft soundwall.

SW 1A - Soundwall 1A represents a 57 m (187 ft) barrier that would follow the right-of-way in front of the Regal Park Apartments to protect 6 multi-family residences represented by receptor R4.

SW 2 - Soundwall 2 represents a 52 m (171 ft) barrier was analyzed along the right-of-way to protect the single family residences represented by receptors R7 and R8. If soundwall 2 were to be built, it would block the driveway access to the property represented by receptor R7. The City of Moorpark thus has the option of acquiring this property or proceeding with unusual abatement mitigation in the form of double pane windows and noise insulation for this residence.

SW 3 - Soundwall 3 represents a 55 m (181 ft) barrier was analyzed along the right-of-way to protect the single family residence represented by receptor R10. Caltrans has indicated a concern regarding street access as a result of this soundwall. However, a developer is planning on building on this property and

the City feels after this re-development there will not be an access issue with the soundwall.

SW 4 - Soundwall 4 represents a 37 m (121 ft) barrier was analyzed at the right-of-way to protect the single family residence represented by receptor R11.

SW 5 - Soundwall 5 represents a 365 m (1198 ft) barrier was analyzed along the right-of-way to protect the single family residences represented by receptors R26 through R43. The City of Moorpark does not intend on replacing this existing property wall.

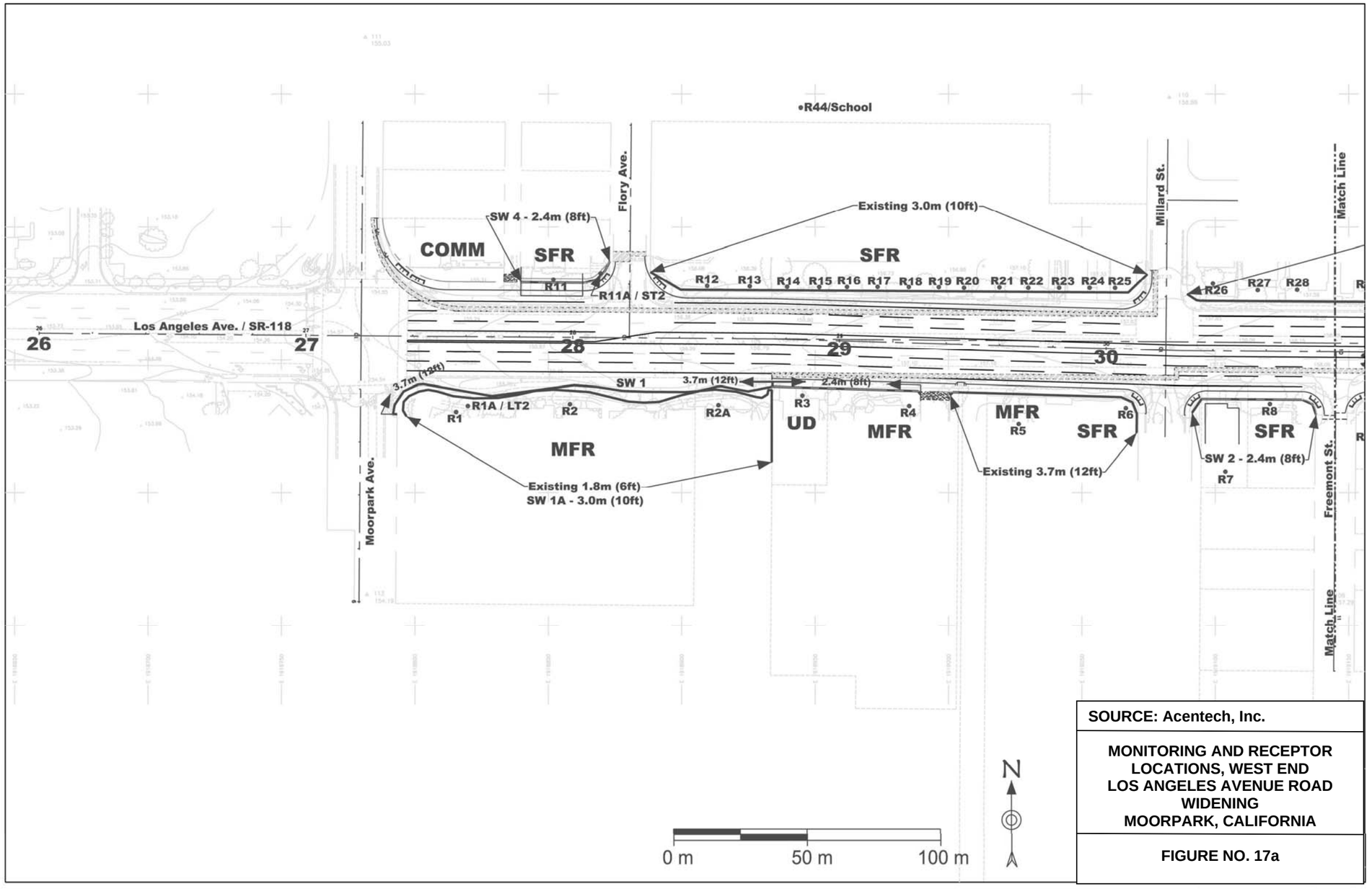
When the noise level exceeds the Noise Abatement Criteria (NAC) a soundwall is considered "feasible" to build. If the noise impacts and cost meet the six requirements of "reasonableness" the soundwall will be considered reasonable. If a soundwall is found to be both feasible and reasonable the soundwall will be constructed in accordance with FHWA guidelines and CEQA.

Table 26 shows the adjusted cost allowance for each benefited resident based upon an estimated project cost of $1,934,793.00, the total allowance for each soundwall and the aggregate allowance for all soundwalls considered feasible.[6] SW 1, SW 2, SW 3, SW 4, and SW 5 were not reasonable because the estimated cost of the proposed soundwall exceeded the total reasonable allowance. SW 1A was reasonable because the estimated cost of the proposed soundwall did not exceed the total reasonable allowance.

Traffic noise impacts were also evaluated against the City's noise standard of 65 dBA CNEL. Soundwall 1 at 3.7 m (12 ft) would reduce traffic noise levels below the City noise standard. Soundwall 1A at 2.4 m (8 ft) and all heights within the city height limits would not reduce traffic noise below the City noise standards. Soundwall 2 at 2.4 m (8 ft) would not reduce traffic noise below the City noise standards but 3.0 m (10 ft) would reduce traffic noise below the City noise standards. Soundwall 3 at 2.4 m (8 ft) would not reduce traffic noise below the City noise standards and all heights within the city height limits would not reduce traffic noise below the City noise standards. Soundwall 4 at 2.4 m (8 ft) would not reduce traffic noise below the City noise standards but 3.0 m (10 ft) would reduce traffic noise below the City noise standards. Soundwall 5 at 3.7 m (14 ft) would reduce traffic noise below the City noise standards.

[6] Caltrans, Traffic Noise Analysis Protocol, Section 2.8.2, October 1998.

Figure 17a Monitor and Receptor Locations, West End



SOURCE: Acentech, Inc.

MONITORING AND RECEPTOR LOCATIONS, WEST END
LOS ANGELES AVENUE ROAD WIDENING
MOORPARK, CALIFORNIA

FIGURE NO. 17a

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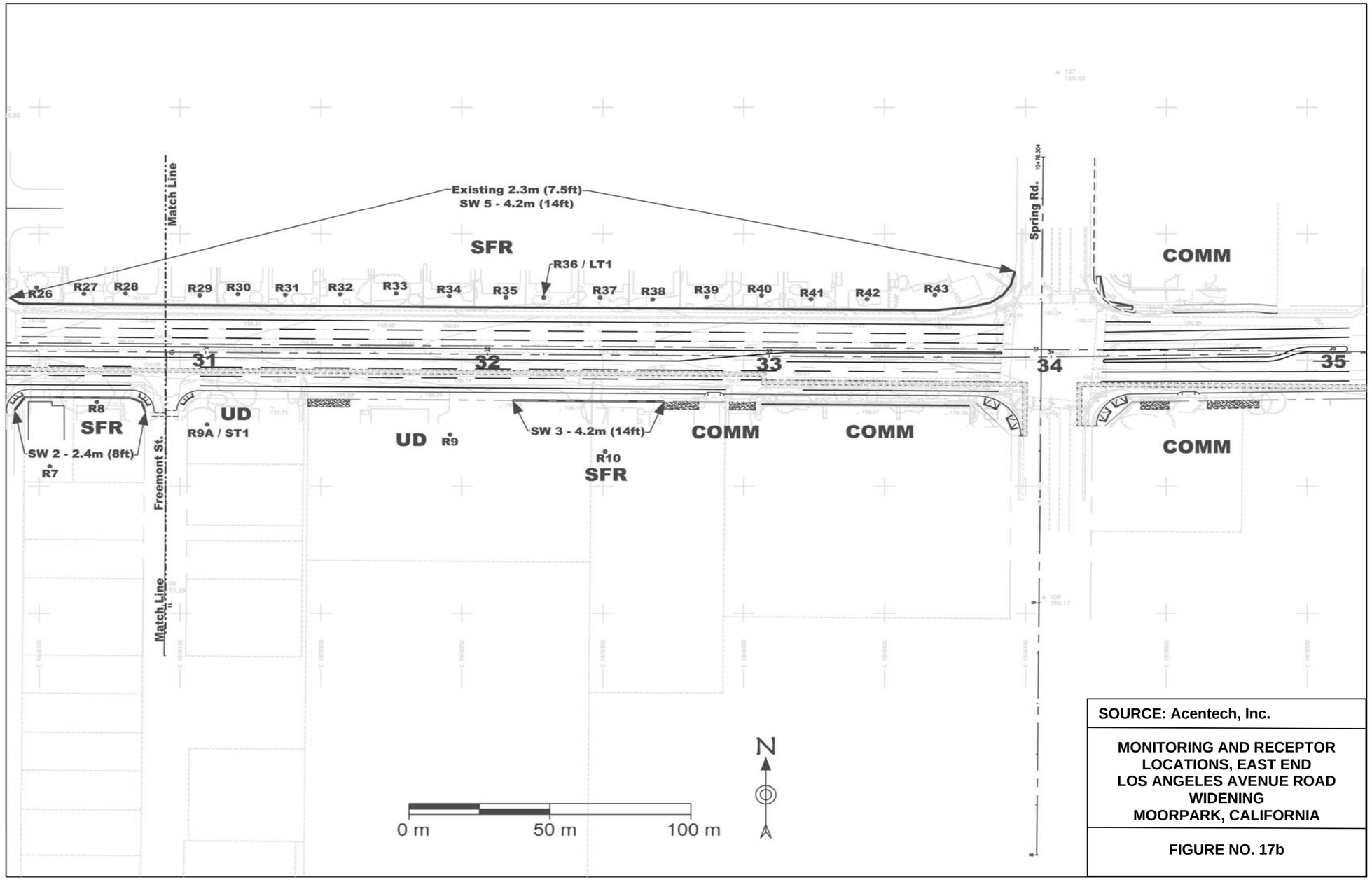
Figure 17b Monitor and Receptor Locations, East End



SOURCE: Acentech, Inc.

MONITORING AND RECEPTOR LOCATIONS, EAST END
LOS ANGELES AVENUE ROAD WIDENING
MOORPARK, CALIFORNIA

FIGURE NO. 17b

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Table 25 Noise Analysis Summary

REC. NO.	LAND USE[2]	EXISTING NOISE LEVELS[1,3] Leq(h), dBA	FUTURE PEAK HOUR NOISE LEVELS, Leq(h), dBA[1]												LOCATIONS	Proposed Soundwalls	Existing Soundwalls
			PROJECT "BUILD" WITHOUT BARRIER	ACTIVITY CATEGORY and NAC ( )	NOISE PREDICTION WITH BARRIER AND BARRIER INSERTION LOSS (I.L.) 1.8 m (6 ft)		2.4 m (8 ft)		3.0 m (10 ft)		3.7 m (12 ft)		4.2 m (14 ft)				
					Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.			
R 1A	MFR	67 M, W, LT2/CAL	71 W	B (67)	71	0	68	3	65	6	**63** R,4,T	**8**	62	9			
R 1 C	MFR	69 E, W	72 W	B (67)	72	0	69	3	66	6	**64** R,4,T	**8**	63	9	Fountains Apartment	Soundwall 1	6 ft Wall
R 2	MFR	66 E, W	69 W	B (67)	70	-1	68	1	65 T	4	**63** R	**6**	62	7			
R 2A	MFR	64 E, W	69 W	B (67)	69	0	66 T	3	64	5	**63** R,4,T	**6**	62	7			
R 3	DEMO	71 E	76	D(--)	--	--	--	--	--	--	--	--	--	--	148 E. Los Angeles Avenue	Soundwall 1A	No Wall
R 4 C	MFR	70 E	75	B (67)	72	3	**70** R, T, 4	**5**	69	6	69	6	68	7	Regal Park Apartments		
R 5 W	MFR	62 E, W	65 W	B (67)	--	--	--	--	--	--	--	--	--	--	4967/4979 Big Ben Court	None	12 ft Wall
R 6 W	SFR	65 E, W	64 W	B (67)	--	--	--	--	--	--	--	--	--	--	4978 Big Ben Court		
R 7	SFR	61 E	68	B (67)	67	1	67	1	66	2	66	2	66 T	2	240 E. Los Angeles Avenue	Soundwall 2	No Wall
R 8 C	SFR	71 E	76	B (67)	71	5	**66** R, T, 4	**10**	63	13	62	14	60	16	250 E. Los Angeles Avenue		
R 9A	UD	68 M, ST1/CAL	74	D (--)	--	--	--	--	--	--	--	--	--	--	Undeveloped Land	None	No Wall
R 9	UD	68 E	73	D (--)	--	--	--	--	--	--	--	--	--	--			
R 10 C	SFR	66 E	72	B (67)	69	3	69	3	68	4	68 T	4	**67** R	**5**	384 E. Los Angeles Avenue	Soundwall 3	No Wall
R 11A *	SFR	68 M, ST2/CAL	74	--	--	--	--	--	--	--	--	--	--	--	41 Flory Avenue	Soundwall 4	No Wall
R 11 C,F	SFR	66 E	71	B (67)	70	1	**66** R, T, 4	**5**	64	7	63	8	62	9	41 Flory Avenue		
R 12	SFR	58 E, W	65 W	B (67)	--	--	--	--	--	--	--	--	--	--	102 Moonsong Court	None	10 ft Wall
R 13	SFR	58 E, W	65 W	B (67)	--	--	--	--	--	--	--	--	--	--	110 Moonsong Court		
R 14	SFR	58 E, W	65 W	B (67)	--	--	--	--	--	--	--	--	--	--	116 Moonsong Court		
R 15	SFR	58 E, W	65 W	B (67)	--	--	--	--	--	--	--	--	--	--	124 Moonsong Court		
R 16	SFR	58 E, W	65 W	B (67)	--	--	--	--	--	--	--	--	--	--	130 Moonsong Court		
R 17	SFR	57 E, W	64 W	B (67)	--	--	--	--	--	--	--	--	--	--	138 Moonsong Court		
R 18	SFR	57 E, W	64 W	B (67)	--	--	--	--	--	--	--	--	--	--	144 Moonsong Court		
R 19	SFR	57 E, W	64 W	B (67)	--	--	--	--	--	--	--	--	--	--	152 Moonsong Court		
R 20	SFR	57 E, W	64 W	B (67)	--	--	--	--	--	--	--	--	--	--	158 Moonsong Court		
R 21	SFR	58 E, W	65 W	B (67)	--	--	--	--	--	--	--	--	--	--	166 Moonsong Court		
R 22	SFR	57 E, W	65 W	B (67)	--	--	--	--	--	--	--	--	--	--	172 Moonsong Court		
R 23	SFR	57 E, W	65 W	B (67)	--	--	--	--	--	--	--	--	--	--	180 Moonsong Court		
R 24	SFR	57 E, W	65 W	B (67)	--	--	--	--	--	--	--	--	--	--	186 Moonsong Court		
R 25	SFR	57 E, W	64 W	B (67)	--	--	--	--	--	--	--	--	--	--	192 Moonsong Court		

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - school; COM - commercial; UD - undeveloped land; DEMO - Demolished for raodway construction.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - Calculated using future "No-Build" and measured data; CAL - model calibration point.

4- Barrier height recommended to meet requirements at adjacent receptor(s).

R - Minimum required height based on Department Noise Analysis Protocol.

- Emboldened levels indicate the acheivement of at least 5 dB attenuation.

C - Critical design receiver.

T - Height required to cut the line-of-sight from first row receptors to heavy truck stacks.

W - The "Existing Noise", "Future No-Build", and "Project Build Without Barrier" noise levels at this location include benefits of an existing block property wall.

F - The "Existing Noise" and "Future No-Build" noise levels at this location include benefits of an existing wooden fence.

* - Short Term Measurement in Front Yard, not considered a Caltrans Outdoor Use Area

Table 25 Noise Analysis Summary (Continued)

REC. NO.	LAND USE[2]	EXISTING NOISE LEVELS[1,3] $L_{eq(h)}$, dBA	FUTURE "NO-BUILD"	PROJECT "BUILD" WITHOUT BARRIER	ACTIVITY CATEGORY and NAC ( )	FUTURE PEAK HOUR NOISE LEVELS, $L_{eq(h)}$, dBA[1] NOISE PREDICTION WITH BARRIER AND BARRIER INSERTION LOSS (I.L.) 1.8 m (6 ft) $L_{eq(h)}$	1.8 m (6 ft) I.L.	2.4 m (8 ft) $L_{eq(h)}$	2.4 m (8 ft) I.L.	3.0 m (10 ft) $L_{eq(h)}$	3.0 m (10 ft) I.L.	3.7 m (12 ft) $L_{eq(h)}$	3.7 m (12 ft) I.L.	4.2 m (14 ft) $L_{eq(h)}$	4.2 m (14 ft) I.L.	LOCATIONS	Proposed Soundwalls	Existing Soundwalls
R 26	SFR	63 E, W	67 W	70 W	B (67)	--	--	-- T	--	68	2	67	3	67	3	240 Sherman Avenue		
R 27	SFR	61 E, W	65 W	68 W	B (67)	--	--	-- T	--	65	3	64	4	62 R	6	252 Sherman Avenue		
R 28	SFR	G E, W	65 W	68 W	B (67)	--	--	-- T	--	65	3	64	4	62 R	6	266 Sherman Avenue		
R 29	SFR	61 E, W	65 W	68 W	B (67)	--	--	-- T	--	65	3	63	5	62 R,4	6	278 Sherman Avenue		
R 30	SFR	62 E, W	66 W	68 W	B (67)	--	--	-- T	--	65	3	64	4	62 R	6	290 Sherman Avenue		
R 31	SFR	64 E, W	68 W	71 W	B (67)	--	--	--	--	66 T	5	64	7	63 R,4	8	306 Sherman Avenue		
R 32	SFR	65 E, W	69 W	71 W	B (67)	--	--	--	--	66 T	5	64	7	63 R,4	8	318 Sherman Avenue		
R 33	SFR	64 E, W	68 W	71 W	B (67)	--	--	--	--	66 T	5	64	7	63 R,4	8	330 Sherman Avenue		
R 34	SFR	65 E, W	#REF! W	71 W	B (67)	--	--	--	--	66 T	5	64	7	63 R,4	8	344 Sherman Avenue	Soundwall 5	7.5 ft Wall
R 35	SFR	63 E, W	67 W	71 W	B (67)	--	--	--	--	66 T	5	64	7	63 R,4	8	356 Sherman Avenue		
R 36	SFR	63 M, W, LT1/CAL	67 W	71 W	B (67)	--	--	--	--	66 T	5	64	7	63 R,4	8	368 Sherman Avenue		
R 37	SFR	63 E, W	67 W	71 W	B (67)	--	--	-- T	--	66	5	64	7	63 R,4	8	380 Sherman Avenue		
R 38	REC	62 E, W	66 W	68 W	B (67)	--	--	-- T	--	65	3	63	5	62 R,4	6	394 Sherman Avenue		
R 39 C	SFR	62 E, W	66 W	71 W	B (67)	--	--	-- T	--	65	6	64	7	62 R,4	9	412 Sherman Avenue		
R 40	SFR	64 E, W	68 W	70 W	B (67)	--	--	--	--	66 T	4	64	6	63 R,4	7	426 Sherman Avenue		
R 41	SFR	62 E, W	66 W	68 W	B (67)	--	--	-- T	--	65	3	63	5	62 R,4	6	442 Sherman Avenue		
R 42	SFR	62 E, W	66 W	70 W	B (67)	--	--	-- T	--	65	5	63	7	62 R,4	8	458 Sherman Avenue		
R 43	SFR	64 E, W	68 W	70 W	B (67)	--	--	--	--	66 T	4	64	6	62 R,4	8	480 Sherman Avenue		
R 44	SCH	53 E	57	59	B (67)	--	--	--	--	--	--	--	--	--	--	Flory Elementary School	None	No Wall

Notes:

1 - $L_{eq(h)}$ are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - school; COM - commercial; UD - undeveloped land.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - Calculated using future "No-Build" and measured data; CAL - model calibration point.
4- Barrier height recommended to meet requirements at adjacent receptor(s).
R - Minimum required height based on Department Noise Analysis Protocol.
Emboldened levels indicate the acheivement of at least 5 dB attenuation.
C - Critical design receiver.
T - Height required to cut the line-of-sight from first row receptors to heavy truck stacks.
W - The "Existing Noise", "Future No-Build", and "Project Build Without Barrier" noise levels at this location include benefits of an existing block property wall.

TABLE 26
PRELIMINARY REASONABLE AND FEASIBLE SOUNDWALLS

Barrier No.	Receptor No.	Type[1] and No. of Benefited Residences	Barrier Location/ Hwy. Side	Reasonable Allowance Cost Per Barrier(s)[2]	Estimated Cost[3]	Feasible	Reasonable
SW1	R1A - R2A	10 MFR	R/W Sta 27+33 to Sta 29+31/EB	$267,240	$365,594 [4]	Yes	No
SW1A	R3 - R4	6 MFR	R/W Sta 28+75 to Sta 29+31/EB	$128,274	$89,830 [5]	Yes	Yes
SW2	R7 - R8	1 SFR	R/W Sta 30+32 to Sta 30+79/EB	$28,862	$81,951	Yes	No
SW3	R10	1 SFR	R/W Sta 32+10 to Sta 32+63/EB	$26,724	$148,581	Yes	No
SW4	R11	1 SFR	R/W Sta 27+8033 to Sta 28+12/EB	$25,655	$58,311	Yes	No
SW5	R26 - R43	17 SFR	R/W Sta 30+31 to Sta 33+87EB	$490,654	$1,026,294 [4]	Yes	No
Aggregate Allowance and Cost				**$967,409**	**$1,770,561**		

Notes:

1 - Land Use: SFR - single-family residence; MFR - multi-family residence

2 - Adjusted based upon an estimated Project cost of $1,934,793.

3 - $646/sq m City Engineer at City of Moorpark referenced www.ebidboard.com. SR-118 Soundwall Construction Cost

4 - $2.25/cubic foot demolition cost for existing property walls and foundations, Building Construction Cost Data. (RS Means, 2008).

5 - This soundwall is reasonable

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2.2.6.5 Avoidance, Minimization and/or Mitigation Measures

To reduce the potential impacts from construction, construction activities shall conform to Section 5-I, "Sound Control Requirements," in the Standard Special Provisions:

> Sound control shall conform to the provisions in Section 7-1.011, Sound Control Requirements, of the Standard Specifications and these special provisions. The noise level from the Contractor's operations, between the hours of 9:00 p.m. and 6:00a.m., shall not exceed 86 dBA at a distance of 15 meter (50 feet). This requirement in no way relieves the contractor from responsibility for complying with local ordinances regulating noise level. The noise level requirement shall apply to the equipment on the job or related to the job, including but not limited to trucks, transit mixer or transient equipment that may or may not be owned by the contractor. The use of loud signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel. Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional payment will be allowed therefore.

The City of Moorpark intends to build and fund Soundwalls 1A, 2, 3, and 4. In order to build Soundwall 2, the City must acquire the property represented by R7 prior to construction because the soundwall would block the driveway access to this property. Caltrans has indicated a concern regarding street access as a result of building Soundwall 3. However, a developer is planning on building on this property and the City feels after this re-development there will not be an access issue with Soundwall 3. The City of Moorpark will not be acquiring R10 so a notice will be sent by the City to this property owner to determine if they want to build Soundwall 3 or not. In areas that conventional soundwalls will be cost prohibited, the City wants to provide abatement in the form of double pane windows and noise insulation for the residential structures. FHWA/Caltrans will have no involvement in the funding of the soundwalls that don't meet the feasibility and reasonableness criteria. It should also be noted that any other abatement measures would be funded by the City of Moorpark.

2.3 BIOLOGICAL RESOURCES

The biological information described within this section is based on the results of a search of the California Department of Fish and Game (CDFG) Natural Diversity Data Base, on a site visit completed by Tetra Tech on January 31, 2006, and on a Biological Assessment completed by the Planning Corporation (2004). A query of the CDFG Natural Diversity Data Base was conducted on December 2, 2005, to determine the known locations of any candidate, sensitive, or special-status species in the project area (CDFG 2005). During the site visit conducted on January 31, 2006, the results of the Planning Corporation survey were verified, and a general survey of the biological resources within the project site was conducted. The Biological Assessment was completed by conducting a field survey of the project area on January 13, 2004 (Planning Corporation 2004). During completion of this field survey, portions of the northern and southern roadside were carefully inspected to assess possible impacts on biological resources on-site.

The project site is located in an urban area that is highly developed and contains no natural habitat. Various trees are located within the urban project area. The majority of the project area contains previously graded and improved surfaces, and a portion of the southern roadside is dirt with ruderal vegetation. The northern roadside is hardscape (sidewalk, block wall, curb, gutter) that contains junipers, box shrubs, and creeping vines. Palm trees, pine trees, and other ornamental non-native trees are also found within the project area. Non-native grasses and shrubs previously found within the project area included Bermuda grass, rabbit's foot grass, oleander, Russian thistle, and juniper (Planning Corporation 2004).

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

2.3.1.1 Affected Environment

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act (FESA) are discussed in the threatened and endangered species section. There are no federally protected wetlands or other waters located on the project site. The proposed project site is not included in any state, regional, or local habitat conservation plan and therefore does not conflict with the provisions of any such plans.

2.3.1.2 Impacts

Due to the lack of native habitat at the project site and its highly developed nature, it is unlikely to be used as a wildlife corridor or wildlife nursery site. No animals were observed during the field survey conducted by the Planning Corporation (2004). Since the project involves the widening of an existing highway, no new impacts on the movement of wildlife species would be generated. Therefore, the proposed project would have a less than significant impact on the movement of any wildlife species, established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites. The project area does not contain coastal sage scrub habitat or chaparral habitat. No riparian habitat or aquatic habitat has been found at the project site (CDFG 2005).

2.3.1.3 Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are required for natural communities.

2.3.2 Wetlands and Other Waters

There are no federally protected wetlands or other waters located on the proposed project site.

2.3.3 Plant Species

2.3.3.1 Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and CDFG share regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the FESA and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section 2.3.5 in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including CDFG fully protected species and species of special concern, USFWS candidate species, and non-listed California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 U.S.C., Section 1531, et. seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, *et seq*. Caltrans projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Sections 1900-1913, and the CEQA, Public Resources Code, Sections 2100-21177.

2.3.3.2 Affected Environment

Given the lack of native vegetation at the project site and the lack of previous observations of special-status species within the site (CDFG 2005), no special-status species are expected to occur within the site.

2.3.3.3 Impacts

The proposed project would have no impacts on candidate, sensitive, or special-status plant species.

2.3.3.4 Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are required for candidate, sensitive, or special-status plant species

2.3.4 Animal Species

2.3.4.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The USFWS, the National Oceanic and Atmospheric Administration Fisheries Service (NOAA Fisheries) and the CDFG are responsible for

implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in section 2.3.5 below. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1601–603 of the Fish and Game Code
- Sections 4150 and 4152 of the Fish and Game Code

2.3.4.2 Affected Environment

The following is a summary of the results of the search of the CDFG Natural Diversity Data Base (Table 27) (CDFG 2005). The burrowing owl has been previously reported at a location in upper Dry Canyon, 2 miles north of Simi Valley and south of Big Mountain. This species has not been found previously within the project site. Although the coastal California gnatcatcher has been previously reported at a location a half-mile north of Moorpark and Little Simi Valley, this species has not been observed within the project site. In addition, the project area does not contain coastal sage scrub habitat, within which the coastal

Table 27
CDFG Natural Diversity Data Base

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS Status[3]
PLANTS				
Plummer's mariposa lily	*Calochortus plummerae*			1B
Round-leaved filaree	*Erodium macrophyllum*			2
California Orcutt grass	*Orcuttia californica*	FE	SE	1B
Lyon's pentachaeta	*Pentachaeta lyonii*	FE	SE	1B
WILDLIFE				
Birds				
Burrowing owl	*Athene cunicularia*		CSC	
Coastal California gnatcatcher	*Polioptila californica californica*	FT	CSC	
Least Bell's vireo	*Vireo bellii pusillus*	FE	SE	
Fish				
Santa Ana sucker	*Catostomus santaanae*	FT	CSC	
Arroyo chub	*Gila orcutti*		CSC	
Invertebrates				
Riverside fairy shrimp	*Streptocephalus woottoni*	FE		
Mammals				
San Diego desert woodrat	*Neotoma lepida intermedia*		CSC	
Reptiles				
Coastal western whiptail	*Aspidoscelis tigris stejnegeri*			
Coast (San Diego) horned lizard	*Phrynosoma coronatum (blainvillei)*		CSC	
Two-striped garter snake	*Thamnophis hammondii*		CSC	
Amphibians				
Western spadefoot	*Spea (=Scaphiopus) hammondii*		CSC	

Notes:

[1]Federal Status:
FE Federally listed Endangered
FT Federally listed Threatened
FPE Federally proposed Endangered
FPT Federally proposed Threatened
FC Federal candidate

[2]State Status:
SE State listed as endangered
ST State listed as threatened
SR State listed as rare
SCE State candidate for listing as Endangered
SCT State candidate for listing as Threatened
CSC California Department of Fish and Game species of special concern

Sources:

Species listed were found in the California Department of Fish and Game (CDFG) Natural Diversity Data Base for the Moorpark and Simi USGS 7.5' Quadrangles (CDFG 2004a, b, c).

[3]California Native Plant Society (CNPS) List:
1A Presumed extinct in California
1B Rare or Endangered in California and elsewhere
2 Rare or Endangered in California, more common elsewhere
3 Plants for which we need more information - Review list
4 Plants of limited distribution - Watch list

California gnatcatcher is typically found. The least Bell's vireo has been previously reported at the Arroyo Simi, between College View Avenue and Moorpark Road. This species is typically found in riparian habitat, which does not occur within the project area. The least Bell's vireo has not been observed previously at the project site.

Since there is no aquatic habitat in the project area, potential habitat for the Riverside fairy shrimp, Santa Ana sucker, and Arroyo chub is not present within the project site. The San Diego desert woodrat has been reported previously in three locations within Moorpark and Simi Valley, however, none of these

locations are within the project area. In addition, this species has been previously reported in coastal sage scrub habitat, which is not present within the project area. The coastal western whiptail has been reported previously at two locations within Moorpark and Simi Valley, neither of which is within the project area. There are four reports of the coast horned lizard within Moorpark and Simi Valley; however, this species has not been previously reported within the project area. This species is typically found in coastal sage scrub and chaparral habitat, which does not occur within the project area. The two-striped garter snake has been reported at Arroyo Simi, near the junction of Los Angeles Avenue and Madera Road. However, this species is highly aquatic and has not been observed previously within the project site. Although the western spadefoot has been observed at a location along Roseland Avenue, north of Moorpark, this species has not been reported within the project site.

2.3.4.3 Impacts

There would be no impacts on animal species as a result of the proposed project.

2.3.4.4 Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are required for animal species.

2.3.5 Threatened and Endangered Species

2.3.5.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC), Section 1531, *et seq*. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the USFWS and the National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an incidental take permit. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code, Section 2050, et seq. The CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project caused losses of listed species populations and their essential habitats. The California Department of Fish and Game (CDFG) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For projects requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

2.3.5.2 Affected Environment

According to the CDFG Natural Diversity Data Base (CDFG 2005), the special-status species that have been observed within the Moorpark and Simi U.S. Geological Survey (USGS) 7 1/2-minute quadrangles, none of the species have been previously observed within the project area (Table 27). Due to the highly developed nature of the project site, it is unlikely that habitat for any special-status species exists within the project area. Given the lack of native vegetation at the project site and the lack of previous observations of special-status species within the site no special-status species are expected to occur within the site.

2.3.5.3 Impacts

The project would have no impacts on threatened and endangered species.

2.3.5.4 Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are required for threatened and endangered species.

2.3.6 Invasive Species

2.3.6.1 Regulatory Setting

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." FHWA guidance issued on August 10, 1999, directs the use of the state's noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

2.3.6.2 Affected Environment

The project site is located in an urban area that is highly developed and contains no natural habitat. Various trees are located within the urban project area. The majority of the project area contains previously graded and improved surfaces and a portion of the southern roadside is dirt with ruderal vegetation (Planning Corporation 2004). The northern roadside is hardscape (sidewalk, block wall, curb, gutter) that contains junipers, box shrubs, and creeping vines. Non-native grasses and shrubs previously found within the project area included Bermuda grass, rabbit's foot grass, oleander, Russian thistle, and juniper (Planning Corporation 2004).

2.3.6.3 Impacts

Table 27 lists the special-status species that have been observed previously within the Moorpark and Simi USGS 7 ½-minute quadrangles, according to the CDFG Natural Diversity Data Base (CDFG 2005). None of the species listed in Table 27 have been observed within the project area. The proposed project would not have an adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status-species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.

The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS. A search of the CDFG Natural Diversity Data Base identified California Walnut Woodland, Southern Coast Live Oak Riparian Forest, Southern Riparian Scrub, Southern Willow Scrub, and Valley Oak Woodland as sensitive communities that are known to occur within Moorpark and Simi. Since the proposed project site is located in an urban area that is highly developed, none of these communities or other significant biological community occurs within the project site. Therefore, no riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS would be impacted by the proposed project.

During the survey completed by the Planning Corporation (2004), no vegetation, soils, or hydrology that would suggest the presence of jurisdictional wetlands were identified. The project area was found to be totally isolated from any naturally occurring water source (Planning Corporation 2004). Therefore, the proposed project would have no impacts on federally protected wetlands.

Due to the lack of native habitat at the project site and its highly developed nature, it is unlikely to be used as a wildlife corridor or wildlife nursery site. No animals were observed during completion of the field survey conducted by the Planning Corporation (2004) or the survey conducted by Tetra Tech in January 2006. Since the project involves widening an existing street, no new impacts on the movement of wildlife species would be generated. Therefore, the proposed project would have a less than significant impact on the movement of any native wildlife species, established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites.

Chapter 12.12, *Historic Trees, Native Oak Trees, and Mature Trees*, of the City of Moorpark Municipal Code regulates the preservation, cutting, and removal of trees. The purpose of the provisions in this chapter is to ensure proper and necessary steps are taken to protect and preserve, to the greatest extent possible, mature trees, native oak trees, and historic trees, especially where such trees are associated with proposals for urban development, as such trees are a significant, historical, aesthetic, and valuable ecological resource. Section 12.12.030 of the Municipal Code defines a mature tree as a living tree with a cross-section area of all major stems, as measured four and one-half feet above the root crown, of 72 or more square inches.

The Oak Collaborative surveyed 19 trees along Los Angeles Avenue in October 2006 for this project. Of the 19 trees surveyed, it is anticipated that only 10 trees will need to be removed. Detailed descriptions of these trees and their locations along Los Angeles Avenue are provided in the Tree Report (Oak Collaborative 2006).

2.3.6.4 Avoidance, Minimization and/or Mitigation Measures

A pre-construction meeting to review protective measures and fence locations should be conducted on the project site prior to any clearing, grubbing, grading or construction. Representatives at the meeting should include the City, construction contractor representative, and a tree preservation consultant. All work within the protected zone of any preserved tree should be observed by the tree preservation consultant.

All requirements of the City's tree preservation requirements and any conditions of the City's Tree Permit will be strictly adhered to.

The following measures to minimize harm are also included:

- The City plans to replant all affected areas with new landscaping that is consistent with City codes.

All large shrubs and trees will either be removed outside of the bird breeding season (February 15 to September 15) or a nesting bird survey will be completed before construction starts to verify that no protected bird nests are within the trees and shrubs that are proposed for removal or within any trees and shrubs that are adjacent to construction activities. If any nesting birds are found in the project area or surrounding area, no construction activities will occur between February 15 and September 15

CHAPTER 3.0 COMMENTS AND COORDINATION

Introduction

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental determination, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination meetings, public hearings, letter mail outs, and newspaper postings. This chapter summarizes the results of the Department's efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

Notice of Completion and Notice of Availability

Copies of the Draft IS/EA were distributed to the City of Moorpark, Caltrans, and the State Clearinghouse, which is responsible for distribution to reviewing agencies. Copies of the Draft IS/EA were available for review in the City of Moorpark public library during the public comment period. After the Draft IS/EA was circulated to the affected agencies and public, a public comment period commenced April 23, 2008 and extended until June 12, 2008. An ad was published in three newspapers informing the public of the project and comment period. A Notice of Completion was prepared and submitted to the California State Office of Planning and Research State Clearinghouse pursuant to CEQA on April 23, 2008. Notice of Availability letters informing agencies and the public of the public comment period and inviting them to the public hearing were mailed out to local and regional institutions, government representatives, and members of the public affected by the completion of the project.

The Draft IS/EA was approved on April 15, 2008. Caltrans and the City of Moorpark held a public hearing on May 28, 2008 at Moorpark City Hall to present the document. Following the public review period, changes were made to the document. The Supplemental IS/EA has been prepared to reflect those changes.

After the Draft Supplemental IS/EA was complete and the environmental document circulated to the affected agencies and public, a public comment period commenced on April 2, 2009 and extended until May 1, 2009. An ad was published in three newspapers (Moorpark Acorn, Ventura County Star, and Vida News) informing the public of the project and comment period. A Notice of Completion was prepared and submitted to the California State Office of Planning and Research State Clearinghouse pursuant to CEQA on March 30, 2009. Notice of Availability letters informing agencies and the public of the public comment period and inviting them to the public hearing were mailed out to local and regional institutions, government representatives, and members of the public affected by the completion of the project.

Public Hearings

Two public hearings were held for this project. A public hearing was held for the Draft IS/EA on May 28, 2008, from 6:00 p.m. to 8:00 p.m. at:

Moorpark City Hall
799 Moorpark Avenue
Moorpark, California 93021

A public hearing was held for the Supplemental IS/EA on April 22, 2009, from 5:30 p.m. to 7:30 p.m. at:

Moorpark City Hall
799 Moorpark Avenue
Moorpark, California 93021

A total of 21 people participated in the first public hearing on May 28, 2008 conducted by Caltrans and received the meeting handouts. A formal PowerPoint presentation and questions and answers session was held. Comment cards were submitted at the public hearing, and both the comment cards and responses are included below.

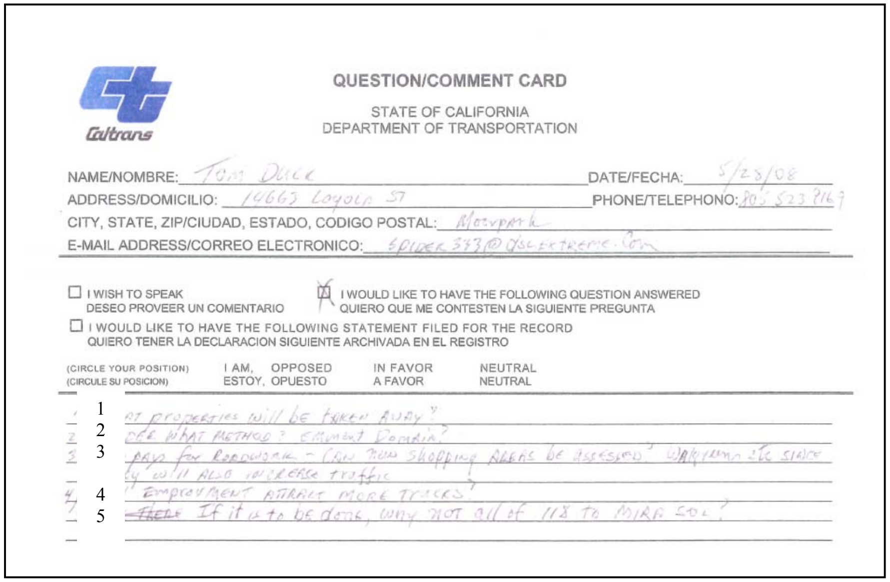
A total of 10 people participated in the second public hearing on April 22, 2009 conducted by the City of Moorpark and received the meeting handouts. A formal power point presentation and questions and answers session was held. Comment cards were submitted at the public hearing, and both comments and responses are included below.

Comment Cards and Responses

The following pages contain comments received during the two public hearings for the Draft IS/EA and the Supplemental Draft IS/EA and the corresponding responses to those comments.

Public Comment Meeting
March 28, 2008

This comment card is identified as DUCK.


QUESTION/COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

NAME/NOMBRE: Tom Duck DATE/FECHA: 5/28/08
ADDRESS/DOMICILIO: 14663 Loyola St PHONE/TELEPHONO: 805 523 8169
CITY, STATE, ZIP/CIUDAD, ESTADO, CODIGO POSTAL: Moorpark
E-MAIL ADDRESS/CORREO ELECTRONICO: spider333@dslextreme.com

☐ I WISH TO SPEAK / DESEO PROVEER UN COMENTARIO
☒ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED / QUIERO QUE ME CONTESTEN LA SIGUIENTE PREGUNTA
☐ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD / QUIERO TENER LA DECLARACION SIGUIENTE ARCHIVADA EN EL REGISTRO

(CIRCLE YOUR POSITION) (CIRCULE SU POSICION) I AM, ESTOY, OPPOSED OPUESTO IN FAVOR A FAVOR NEUTRAL NEUTRAL

1 ...at properties will be taken away?
2 ...der what method? Eminent Domain?
3 ...pays for roadwork - can new shopping areas be assessed? Walmart etc since
...y will also increase traffic
4 ... Improvement attract more trucks?
5 ~~There~~ If it is to be done, why not all of 118 to Mira Sol?

DUCK 1

Partial acquisitions would impact the sidewalk and landscaping belonging to the residence at 41 Flory Avenue. Full property acquisition would remove one residence at 148 East Los Angeles Avene. A potential full property acquisition would remove one residence at 240 East Los Angeles Avenue. East and West of Spring Road, partial property acquisition could impact existing streetscape landscaping.

DUCK 2

The properties will be acquired through negotiations between the City of Moorpark and the property owners. Measures to minimize harm described in the Caltrans Relocation Assistance Program will be adhered to by the City of Moorpark.

DUCK 3

88.53% of the proposed project will be funded through the Surface Transportation Program (STP) (Federal Grant) and 11.47% will be funded by the City of Moorpark. The project is a constrained project within the 2008 Regional Transportation Improvement Program (RTIP) and funds are designated for the project.

DUCK 4

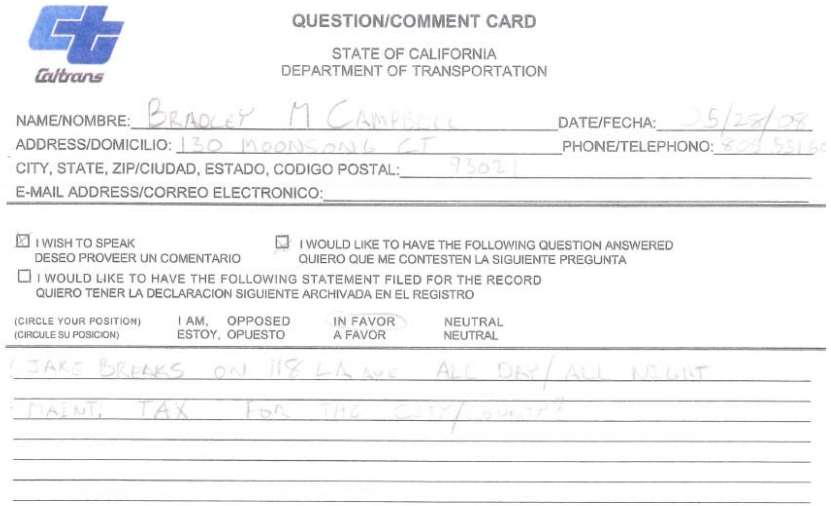
It is possible that widening of Los Angeles Avenue will attract more trucks. However, the goal of this proposed project is to provide congestion relief in order to improve traffic flow.

DUCK 5

Funds have been designated to alleviate road congestion specifically between Moorpark Avenue and Spring Road. Additional funds and analysis would be needed to extend the project to Mira Sol Drive.

Public Comment Meeting
March 28, 2008

This comment card is identified as CAMPBELL.



QUESTION/COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Caltrans

NAME/NOMBRE: BRADLEY M CAMPBELL DATE/FECHA: 5/28/08
ADDRESS/DOMICILIO: 130 MOONSONG CT PHONE/TELEPHONO: 805 551 6
CITY, STATE, ZIP/CIUDAD, ESTADO, CODIGO POSTAL: 93021
E-MAIL ADDRESS/CORREO ELECTRONICO:

☒ I WISH TO SPEAK
DESEO PROVEER UN COMENTARIO

☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED
QUIERO QUE ME CONTESTEN LA SIGUIENTE PREGUNTA

☐ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD
QUIERO TENER LA DECLARACION SIGUIENTE ARCHIVADA EN EL REGISTRO

(CIRCLE YOUR POSITION) (CIRCULE SU POSICION) I AM, ESTOY, OPPOSED OPUESTO IN FAVOR A FAVOR NEUTRAL NEUTRAL

1 I AKE BREAKS ON 118 FREEWAY ALL DAY/ALL NIGHT
2 PAINT, TAX FOR THE CITY/COUNTY

CAMPBELL 1

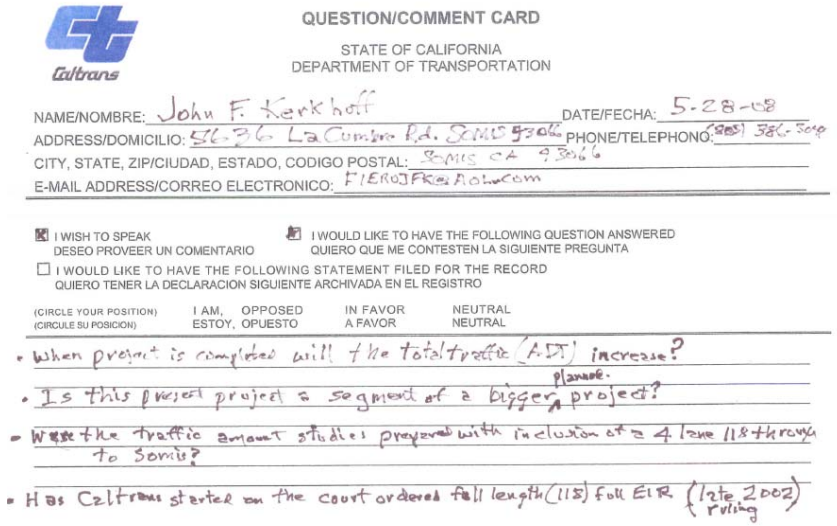
Comment noted. The City of Moorpark intends to build and fund four sound walls to mitigate and reduce noise levels. In areas that conventional sound walls will be cost prohibited, the City of Moorpark wants to provide abatement in the form of double pane windows and noise insulation for the residential structures.

CAMPBELL 2

Funds have been designated to pay for this project. See response provided in DUCK 3.

Public Comment Meeting
March 28, 2008

This comment card is identified as KERKHOFF.



QUESTION/COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

NAME/NOMBRE: John F. Kerkhoff DATE/FECHA: 5-28-08
ADDRESS/DOMICILIO: 56-36 La Cumbre Rd. Somis 93066 PHONE/TELEPHONO: (805) 386-5048
CITY, STATE, ZIP/CIUDAD, ESTADO, CODIGO POSTAL: Somis CA 93066
E-MAIL ADDRESS/CORREO ELECTRONICO: FIEROJFK@Aol.com

☒ I WISH TO SPEAK / DESEO PROVEER UN COMENTARIO
☒ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED / QUIERO QUE ME CONTESTEN LA SIGUIENTE PREGUNTA
☐ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD / QUIERO TENER LA DECLARACION SIGUIENTE ARCHIVADA EN EL REGISTRO

(CIRCLE YOUR POSITION) / (CIRCULE SU POSICION) — I AM, ESTOY, OPPOSED, OPUESTO — IN FAVOR, A FAVOR — NEUTRAL, NEUTRAL

1. When project is completed will the total traffic (ADT) increase?
2. Is this project project a segment of a bigger planned project?
3. Were the traffic amount studies prepared with inclusion of a 4 lane 118 through to Somis?
4. Has Caltrans started on the court ordered full length (118) full EIR (late 2002 ruling)?

KERKHOFF 1

See response provided in DUCK 4.

KERKOFF 2

No, this project is to widen Los Angeles Avenue from a four lane to a six lane conventional highway segment from Moorpark Avenue to approximately 426 feet east of Spring Road (0.5 mile).

KERKOFF 3

No, the average daily traffic (ADT) volumes were measured by taking observed traffic counts at the proposed project site. Study area intersections used in the analysis were Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road.

KERKOFF 4

Has Caltrans started on the court ordered full length (118) full EIR (late 2002 ruling)?

Caltrans is currently preparing an Environmental Impact Report for the State Route 118 at State Route 34 and Donlon Road Intersection Improvement project.

Public Comment Meeting
April 22, 2009

This comment card is identified as GREER.

COMMENT CARD
Public Comment Meeting
City of Moorpark
Los Angeles Avenue Widening Project

April 22, 2009

Name: PETER GREER

Affiliation: MANAGER TROOP REAL ESTATE

Address: 484 E. LA AVE #116
MOORPARK. (529-2100)

Comments: RE: EAST BOUND LA AVE AT SPRING DRAWING SHOWS SINGLE LEFT TURN (EXISTING DOUBLE TURN LANES) & DEDICATED RIGHT TURN LANE.

SUGGEST LEAVE DOUBLE LEFT & MAKE RIGHT LANE THRU & TURN. RIGHT TURN IS LIGHT TRAFFIC WHILE LEFT IS VERY HEAVY.

Written comments must be received no later than May 1, 2009 at the following address:

Mr. Aziz Elattar, Office Chief Caltrans Office of Environmental Planning (SR-118 PM 17.5/18.0) 100 S. Main Street Los Angeles, CA 90012 (213) 897-9116 (telephone)	or	Mr. Yugal Lall, PE Public Works Director City of Moorpark 799 Moorpark Avenue Moorpark, CA 93021 (805) 517-6255 (telephone)

GREER 1

See response in following table.

Public Comment Meeting
April 22, 2009

Comments and Questions

Item	Name	Affiliation	Question/Comment	Response[1]
1	Peter Greer	Troop Real Estate	Drawings show a dedicated right turn lane from eastbound Los Angeles Ave to southbound Spring Road. Suggest leaving double left turn lane and making right lane a thru lane and right turn lane.	The city will review this during the final design.
2	Peter Greer	Troop Real Estate	Could a planted median be constructed in place of the painted median described in the project?	A separate project is currently underway that will implement this suggestion.
3	Dakota Hembre	Resident, 356 Sherman Ave	Who will fund the installation of double pane windows and sound insulation?	The City of Moorpark will fund these mitigation measures.
4	Jyll Hembre	Resident, 356 Sherman Ave	What hours of the day will the construction occur and how much disruption will there be to traffic?	This will not be scheduled to be a night time project unless required by the City Council. The contractor will be required to keep a certain number lanes open at all times.
5	Michelle Allred	Ventura County Star	Will there be disruptions to the businesses along Los Angeles Ave during the construction?	Disruption to businesses, residents, and traffic flow will be minimized to the extent possible. Signs will be posted at each business stating that it is open during construction.
6			How long will the construction take?	A maximum of 90 working days.

Note:
1 - All responses were provided by the City of Moorpark.

Comments and Responses

No comment letters were received during the public circulation of the Draft IS/EA and the Supplemental Draft IS/EA. Therefore, no responses are required.

The State Clearinghouse submitted the Supplemental Draft IS/EA to selected state agencies for review. The review period closed on May 15, 2009, and no state agencies submitted comments by that date. The following letter from the State Clearinghouse dated May 18, 2009 documents their environmental review process.

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

May 18, 2009

Carlos Montez
California Department of Transportation
100 S. Main Street
Los Angeles, CA 90012

Subject: State Route 118/Los Angeles Avenue Road Widening (Moorpark Avenue to Spring Street)
SCH#: 2001101158

Dear Carlos Montez:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on May 15, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

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CHAPTER 4.0 LIST OF PREPARERS

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Judith Charles, Project Manager
Michelle Bates, Biologist
Jackie Eldridge, Editorial Review
James Elliot, P.G., C.H., Initial Site Assessment Update
Michele Mykris, Initial Site Assessment Update
Diane Randall, GIS
Jim Steele, R.G., C.E.G., Geology/Soils/Seismic/Topography
Victor Velazquez, Air Quality
Shirley Warren, Word Processing
Nancy Wellhausen, Air Quality

Acentech, Inc.
Raymond Nugent, Project Manager

Archaeological Advisory Group
James P. Brock, Director

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Boyle Engineering, Corp.
Michael Ip, Project Manager

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Francesca Smith, Senior Architectural Historian

LSA Associates, Inc.
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Planning Corporation
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The Oak Collaborative
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CHAPTER 5.0 REFERENCES

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Moorpark, CA 93021

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Simi Valley, CA 93065

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Senator Tony Strickland, District 19
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Parks, Recreation, and Community Services Director
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Moorpark, CA 93021

Environmental Review
Main Library
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Moorpark, California 93021

City of Moorpark
Ventura County Sheriff's Department
799 Moorpark Avenue
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Moorpark Police Station
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Hugh Riley, Assistant City Manager
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City of Moorpark
Steven Kueny, City Manager
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City of Moorpark Chamber of Commerce
255 W. Los Angeles Avenue
Moorpark, CA 93021

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Current Owner
50 West Los Angeles Avenue
Moorpark, CA. 93021

Current Owner
The Fountain Apartments
51 Majestic Ct # 1201
Moorpark, CA 93021

Current Owner
The Regal Park Apartments
150 Los Angeles Avenue
Moorpark, California 93021

Current Owner
4967 Millard Street
Moorpark, California 93021

Current Owner
4978 Millard Street
Moorpark, California 93021

Current Owner
4979 Millard Street
Moorpark, California 93021

Current Owner
4990 Millard Street
Moorpark, California 93021

TG & Bonnie J, Judith A Patton
240 East Los Angeles Avenue
Moorpark, California 93021

Current Owner
250 West Los Angeles Avenue
Moorpark, California 93021

Current Owner
420 East Los Angeles Avenue
Moorpark, California 93021

Current Owner
384 East Los Angeles Avenue
Moorpark, California 93021

Current Owner
484 East Los Angeles Avenue
Moorpark, California 93021

Arturo M. Figueroa
or Current Owner
148 Los Angeles Avenue
Moorpark, California 93021

Shea Homes
or Current Owner
238 E. Los Angeles Avenue
Moorpark, California 93021

Shea Homes
30699 Russell Ranch Rd. STE 290
Westlake Village, California 91362

Mitchell & Rosalie Nicola
or Current Owner
4176 Hitch Blvd.
Moorpark, California 93021

Alladin & Susan Premji
1649 Hawksway Ct.
Westlake Village, California 91361

Antonio & Linda N. Miranda
or Current Owner
4852 Mira Sol Dr.
Moorpark, California 93021

Brian A. & Charles M. Wilson
145 Moonsong Ct.
Moorpark, California 93021

Current Owner
484 East Los Angeles Avenue STE 100
Moorpark, California 93021

Current Owner
484 East Los Angeles Avenue STE 104
Moorpark, California 93021

Current Owner
484 East Los Angeles Avenue STE 109
Moorpark, California 93021

Current Owner
484 East Los Angeles Avenue STE 110
Moorpark, California 93021

Current Owner
484 East Los Angeles Avenue STE 114
Moorpark, California 93021

Current Owner
484 East Los Angeles Avenue STE 118
Moorpark, California 93021

Current Owner
484 East Los Angeles Avenue STE 120
Moorpark, California 93021

Current Owner
484 East Los Angeles Avenue STE 122
Moorpark, California 93021

Current Owner
484 East Los Angeles Avenue STE 124
Moorpark, California 93021

Moorpark RV & Storage Company Owner
4875 Spring Rd.
Moorpark, California 93021

Current Owner
502 East Los Angeles Avenue
Moorpark, California 93021

Current Owner
510 New Los Angeles Avenue
Moorpark, California 93021

Current Owner
520 New Los Angeles Avenue
Moorpark, California 93021

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540 New Los Angeles Avenue
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501 New Los Angeles Avenue
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525 New Los Angeles Avenue # A
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Current Owner
537 East Los Angeles Avenue STE A
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537 East Los Angeles Avenue STE C
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549 East Los Angeles Avenue STE A
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Current Owner
559 East Los Angeles Avenue
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Current Owner
561 East Los Angeles Avenue
Moorpark, California 93021

Current Owner
36 Harry Street
Moorpark, CA, 93021

Virginia B. Burkhart
480 Sherman Avenue
Moorpark, California 93021

Eleazar Alvarado
458 Sherman Avenue
Moorpark, California 93021

Current Owner
449 Sherman Avenue
Moorpark, California 93021

Current Owner
426 Sherman Avenue
Moorpark, California 93021

Current Owner
412 Sherman Avenue
Moorpark, California 93021

Javier Orozco Rodriguez
394 Sherman Avenue
Moorpark, California 93021

Current Owner
380 Sherman Avenue
Moorpark, California 93021

Nicolas & Maria E. Ordonez
368 Sherman Avenue
Moorpark, California 93021

Current Owner
356 Sherman Avenue
Moorpark, California 93021

Raul Contreras
344 Sherman Avenue
Moorpark, California 93021

Jose M. & Angelina Velasco
330 Sherman Avenue
Moorpark, California 93021

Gilbert Castro Bustamante
318 Sherman Avenue
Moorpark, California 93021

Hatcher Nadine M
306 Sherman Avenue
Moorpark, California 93021

Current Owner
390 Sherman Avenue
Moorpark, California 93021

Current Owner
378 Sherman Avenue
Moorpark, California 93021

Barrera Leonel H-Aida G
266 Sherman Avenue
Moorpark, California 93021

Isauro Ruiz
252 Sherman Avenue
Moorpark, California 93021

Rosa R Oporto TR
240 Sherman Avenue
Moorpark, California 93021

Jesus A. Mariscal
192 Moonsong Ct.
Moorpark, California 93021

Flor M. Torres
186 Moonsong Ct.
Moorpark, California 93021

Ramon & Maria C. Amezcua
180 Moonsong Ct.
Moorpark, California 93021

Sergio & Maria Morales
172 Moonsong Ct.
Moorpark, California 93021

Viren M. Kapadia
166 Moonsong Ct.
Moorpark, California 93021

Sudip S. & Swapna S. Nadkarni
138 Moonsong Ct.
Moorpark, California 93021

Bradley M. Campbell
130 Moonsong Ct.
Moorpark, California 93021

Sandra D. Felder
124 Moonsong Ct.
Moorpark, California 93021

Juan L. Ramos
116 Moonsong Ct.
Moorpark, California 93021

Current Owner
110 Moonsong Ct.
Moorpark, California 93021

Rafael C. & Maria A. Raygoza
102 Moonsong Ct.
Moorpark, California 93021

Current Owner
1 West Los Angeles Ave
Moorpark, California 93021

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5 West Los Angeles Ave
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11 West Los Angeles Ave
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149 West Los Angeles Ave
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155 West Los Angeles Ave
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252 East Los Angeles STE I
Moorpark, California 93021

Flory Academy of Science and Technology
240 Flory Avenue
Moorpark, California 93021

Phoenix School
30 Flory Avenue
Moorpark, California 93021

Rainbow Childrens Center –United Methodist
261 Flory Avenue
Moorpark, California 93021

Current Owner
216 East Los Angeles Avenue
Moorpark California 93021

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251 East Los Angeles Avenue
Moorpark, California 93021

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256 East Los Angeles Avenue
Moorpark, California 93021

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530 New Los Angeles Avenue #120
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530 New Los Angeles Avenue #212
Moorpark, California 93021

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Moorpark, California 93021

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Moorpark, California 93021

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Moorpark, CA 93021

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Moorpark, CA 93021

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A CEQA CHECKLIST/FHWA CONFORMITY DETERMINATION

1.0 APPENDIX A: CEQA ENVIRONMENTAL CHECKLIST

Supporting documentation for all California Environmental Quality Act (CEQA) checklist determinations is provided in Chapter 2 of this Mitigated Negative Declaration. Documentation of "No Impact" determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

1.1 LAND USE/PARKS

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Physically divide an established community?				√
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				√
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				√
d. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				√
e. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				√

1.2 AGRICULTURAL RESOURCES/TIMBERLANDS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				√

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				√
c. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use?				√

1.3 COMMUNITY IMPACTS

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				√
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			√	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			√	

1.4 PUBLIC SERVICES

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
Fire protection?				√
Police protection?				√
Schools?				√
Parks?				√
Other public facilities?				√

1.5 UTILITIES/SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			√	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				√
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			√	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				√
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				√
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				√
g. Comply with federal, state, and local statutes and regulations related to solid waste?				√

1.6 TRANSPORTATION AND TRAFFIC/PEDESTRIAN AND BICYCLE FACILITIES

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				√
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				√
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				√
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				√
e. Result in inadequate emergency access?				√
f. Result in inadequate parking capacity?				√
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				√

1.7 VISUAL/AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				√
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				√
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				√
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				√
e. Create sources of incompatibility with the existing scenic and aesthetic environment of the community or quality of life impacts on residents?				√
f. Significantly impact any existing streetscape or public space, which has been designed to provide areas of public assembly and congregation?				√
g. Conflict with adopted design guidelines or development standards, which have been implemented to improve the quality of architecture in the community?				√

1.8 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				√

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				√
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				√
d. Disturb any human remains, including those interred outside of formal cemeteries?				√

1.9 HYDROLOGY AND FLOODPLAIN

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				√
b. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?				√
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				√
d. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				√
e. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				√

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
f. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				√
g. Inundation by seiche, tsunami, or mudflow?				√

1.10 WATER QUALITY AND STORM WATER RUNOFF

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Violate any water quality standards or waste discharge requirements?		√		
b. Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		√		
c. Otherwise substantially degrade water quality?			√	

1.11 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Publication 42.				√
ii) Strong seismic ground shaking?		√		
iii) Seismic-related ground failure, including liquefaction?		√		
iv) Landslides?				√

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
b. Result in substantial soil erosion or the loss of topsoil?				√
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?		√		
d. Be located on expansive soil creating substantial risks to life or property, as defined in Table 18-1-B of the 2001 California Building Code (CBC) (International Conference of Building Officials [ICBO] 2001)?		√		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				√

1.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				√
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				√

1.13 PALEONTOLOGY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				√

1.14 HAZARDOUS WASTE/MATERIALS

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			√	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				√
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.			√	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				√
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				√
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				√
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				√
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				√

1.15 AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?				√
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		√		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				√
d. Expose sensitive receptors to substantial pollutant concentrations?			√	
e. Create objectionable odors affecting a substantial number of people?			√	

1.16 NOISE

Would the project result in:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		√		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			√	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				√
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		√		

Would the project result in:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				√
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				√

1.17 BIOLOGICAL RESOURCES

Would the project	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				√
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				√
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				√
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			√	

Would the project	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		√		
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				√

U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

July 13, 2009

In Reply Refer To:
HDA-CA
Document # P59196

Doug Failing, District Director
California Department of Transportation
District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Attention: Andrew Yoon, Senior Transportation Engineer

Dear Mr. Yoon:

SUBJECT: Project-Level Conformity Determination for the Ventura County SR-118 Los Angeles Avenue Road Widening Project

On July 6, 2009, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for the project-level conformity determination for the Ventura County State Route 118 Los Angeles Avenue Road Widening Project pursuant to 23 U.S.C. 327(a)(2)(B)(ii)(1). The project is in an area that is designated nonattainment or maintenance for ozone, and attainment for course particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), and nitrogen dioxide (NO_2).

The project-level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the Southern California Association of Government's (SCAG) currently conforming *2008 Regional Transportation Plan (RTP),* and the *2008 Regional Transportation Improvement Program (RTIP).* The current conformity determinations for the RTP and RTIP were approved by FHWA and the Federal Transit Administration (FTA) on January 14, 2009. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

Based on the information provided, FHWA finds that the Conformity Determination for the Ventura County State Route 118 Los Angeles Avenue Road Widening Project conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

RECOVERY.GOV

If you have any questions pertaining to this conformity finding, please contact Aimee Kratovil, FHWA Air Quality Specialist, at (916) 498-5866.

Sincerely,

/s/ Aimee Kratovil

For
Walter C. Waidelich, Jr.
Division Administrator

B TITLE VI POLICY STATEMENT

Title VI - Nondiscrimination In Federally Assisted Programs

Civil Rights Act of 1964
42 USC 2000(d)-2000(d)(1)

General

This title declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance and authorizes and directs the appropriate Federal departments and agencies to take action to carry out this policy. This title is not intended to apply to foreign assistance programs.

Section 601 -- This section states the general principle that no person in the United States shall be excluded from participation in or otherwise discriminated against on the ground of race, color, or national origin under any program or activity receiving Federal financial assistance.

Section 602 directs each Federal agency administering a program of Federal financial assistance by way of grant, contract, or loan to take action pursuant to rule, regulation, or order of general applicability to effectuate the principle of section 601 in a manner consistent with the achievement of the objectives of the statute authorizing the assistance. In seeking the effect compliance with its requirements imposed under this section, an agency is authorized to terminate or to refuse to grant or to continue assistance under a program to any recipient as to whom there has been an express finding pursuant to a hearing of a failure to comply with the requirements under that program, and it may also employ any other means authorized by law. However, each agency is directed first to seek compliance with its requirements by voluntary means.

Section 603 provides that any agency action taken pursuant to section 602 shall be subject to such judicial review as would be available for similar actions by that agency on other grounds. Where the agency action consists of terminating or refusing to grant or to continue financial assistance because of a finding of a failure of the recipient to comply with the agency's requirements imposed under section 602, and the agency action would not otherwise be subject to judicial review under existing law, judicial review shall nevertheless be available to any person aggrieved as provided in section 10 of the Administrative Procedure Act (5 USC 1009). The section also states explicitly that in the latter situation such agency action shall not be deemed committed to unreviewable agency discretion within the meaning of section 10. The purpose of this provision is to obviate the possible argument that although section 603 provides for review in accordance with section 10, section 10 itself has an exception for action "committed to agency discretion," which might otherwise be carried over into section 603. It is not the purpose of this provision of section 603, however, otherwise to alter the scope of judicial review as presently provided in section 10(e) of the Administrative Procedure Act.

C SUMMARY OF RELOCATION BENEFITS

SUMMARY OF RELOCATION BENEFITS AVAILABLE TO DISPLACED PARTIES

I RELOCATION ASSISTANCE ADVISORY SERVICES

The California Department of Transportation will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist displacees in obtaining replacement housing by providing current and continuing information on the availability and prices of houses for sale and rental units that are comparable, "decent, safe and sanitary." Non-residential displacees will receive information on comparable properties for lease or purchase. For information on business, farm and non-profit organization relocation, refer to Section III, "Business and Farm Relocation Assistance Program."

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are fair housing open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs and any other appropriate services being offered by public and private agencies in the area.

II RESIDENTIAL RELOCATION PAYMENTS PROGRAM

The Relocation Payments Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacees' property. Any actual moving costs in excess of the 50-mile limit will be the responsibility of the displacees. The Residential Relocation Program is summarized below:

Moving Costs

Any displaced person, who was lawfully in occupancy of the acquired property regardless of the length of occupancy in the acquired property, will be eligible for reimbursement of the moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms in the displacement dwelling.

Purchase Supplement

In addition to moving and related expense payments, eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their properties for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. Also, the interest differential must be based upon the lower of either: 1) the loan on the displacement property, or 2) the loan on the replacement property. The maximum combination of these supplemental payments that the owner-occupants can receive is $22,500. If the total entitlement (without the moving payments) is in excess of $22,500, the Last Resort Housing Program will be applied. Refer to synopsis of Last Resort Housing below.

Rental Supplement

Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants of 90 to 179 days *prior to the date of the of the first written offer to purchase* may qualify to receive a rental differential payment. This payment is made when the department determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling would be more than the present rent of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the "Down Payment" section below. The maximum payment to any tenant of 90 days or more and any owner-occupant of 90 to 179 days, in addition to moving expenses, will be $5,250. If the total entitlement for rental supplement exceeds $5,250, the Last Resort Housing Program will be used. Please refer to Last Resort Housing clarification below.

The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the department takes legal possession of the property, or from the date the displacee vacates the department-acquired property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of 90 to 179 days and tenants with no less than 90 days of continuous occupancy prior to the Department's first written offer. The down payment and incidental expenses cannot exceed the maximum payment of $5,250. The one year eligibility period during which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 25) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects. Caltrans, in order to maintain uniformity in the program, has also adopted these federal guidelines on non-federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard relocation as explained above. Last Resort Housing has been designed primarily to cover situations where available comparable replacement housing, or when their anticipated replacement housing payments exceed the $5,250 and $22,500 limits of standard relocation procedures. In certain exceptional situations, last resort housing may also be used for tenants of less than 90 days.

After the first written offer to acquire the property has been made, the Department will, within a reasonable length of time, personally contact the displacees to gather important information relating to: preferences in areas of relocation; the number of people to be displaced and the distribution of adults and children (according to age and gender); location of schools and employment; special arrangements necessary to accommodate disabled family members; and the financial ability to relocate to a comparable replacement dwelling which will house all members of the family decently.

The above explanation is general in nature and is not intended to be a complete explanation of relocation regulations. Any questions concerning relocation should be addressed to Caltrans. Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displaced household in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments.

III BUSINESS AND FARM RELOCATION ASSISTANCE PROGRAM

The Business and Farm Relocation Program provides for aid in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for specific relocation needs.

There are different types of payments available to businesses, farms and non-profit organizations. These include: moving expenses, which consist of actual reasonable costs (as listed) for:

- The relocation of inventory, machinery, office equipment, and similar business-related personal property; dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.

- Loss of tangible personal property provides payment to relocate for "actual direct" losses of personal property that the owner elects not to move.

- Expenses related to searching for a new business site can be reimbursed up to $1,000 for actual reasonable cost incurred.

- Reestablishment expenses relating to the new business operation.

Payment "in lieu" of moving expense is available to businesses which are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to relocation. Such payment may not be less than $1,000 or no more than $20,000.

IV ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or sources for the purpose of determining the extent of eligibility of the displacees for assistance under the Social Security Act, local Section 8 housing programs, or other federal assistance programs.

Persons who are determined to be eligible for relocation payments, and are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons, regardless of race, color, religion, sex or national origin, is available or has been made available to them by the state.

Any person, business, farm or non-profit organization which has been refused a relocation payment by Caltrans, or believes that the payments made are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from Caltrans Relocation Advisors.

The information above is not intended to be a complete statement of all of the Department's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Department's relocation programs.

NOTES

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals and families may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

> To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Comparable Replacement: means a dwelling which is:

(1) Decent, safe, and sanitary. (See definition below)

(2) Functionally equivalent to the displaced dwelling.

(3) Adequate in size to accommodate the family being relocated.

(4) In an area not subject to unreasonable adverse environmental conditions.

(5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of-employment.

(6) On a site that is typical in size for residential development with normal site improvements.

Decent, Safe and Sanitary (DS&S): Replacement housing must be decent, safe, and sanitary - which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

(1) Be structurally sound, weather tight, and in good repair.

(2) Contain a safe electrical wiring system adequate for lighting and other devices.

(3) Contain a heating system capable of sustaining a healthful temperature (at least 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.

(4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than two persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.

(5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.

(6) Contains unobstructed egress to safe, open space at ground level, unless local fire and building codes require additional methods of ingress/egress, such as access

to a common corridor.

(7) For a displaced person who is handicapped, be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by such displaced person.

Displaced Person or Displacee: Any individual or family who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the

agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Residents **not lawfully present** in the United States are not eligible to receive relocation payments and assistance.

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either:

- An owner occupant of a residential property (includes mobile homes)
- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

(1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years remaining from the date of acquisition; or

(2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or

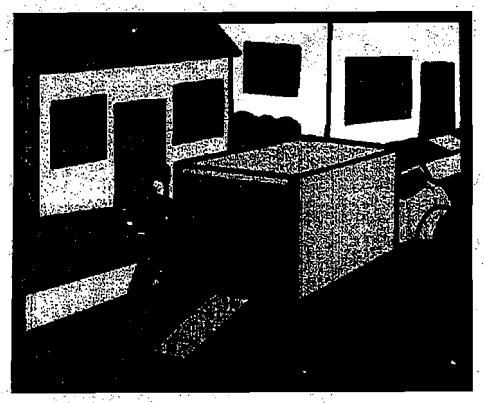
(3) A contract to purchase any interests or estates; or

(4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.

Moving Expenses

If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. The methods of moving and the various types of moving cost payments are explained below.



Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs - You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses may include:

- Transportation
- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.

OR

Fixed Moving Cost Schedule - You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2005 Rate):

4 Rooms - $1,175
7 Rooms - $1,900

The Fixed Move Schedule for a furnished unit (e.g. you are a tenant of an apartment that is furnished by your landlord) is based on Schedule B.

Example (Year 2005 Rate):
1 Room - $400

Under the Fixed Move Schedule, you will not receive any additional payments for temporary storage, lodging, transportation or utility hook-ups.

Replacement Housing Payments

The type of Replacement Housing Payment

(RHP) depends on whether you are an owner or a tenant and the length of your occupancy in the property being acquired.

If you are a qualified **owner occupant** of more than 180 days prior to the initiation of negotiations for the acquisition of your property, you may be entitled to an RHP that consists of:

Price Differential, and

Mortgage Differential, and

Incidental Expenses;

OR

Rent Differential

If you are a qualified **owner occupant** of more than 90 days but less than 180 days, OR you are a qualified **tenant occupant** of at least 90 days , you may be entitled to a RHP as follows:

Rent Differential

OR

Down Payment Option

Length of occupancy simply means counting the number of days that you actually occupied a dwelling before the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/ her representative, to give him/her a written offer for the property to be acquired.

Note: If you have been in occupancy less than 90 days before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may be eligible for a Replacement Housing Payment, based on the established affordability guidelines. Check with your Relocation Agent before you make any decision to vacate your property.

For Owner Occupants of 180 Days or More

If you qualify as a 180-day owner occupant, you may be eligible - in addition to the fair market

value of your property - for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling.

Caltrans will compute the maximum payment you may be eligible to receive. (See page 15 & 16 for examples).

In order to receive the full amount of the calculated price Differential, you must spend at least the amount calculated by Caltrans on a replacement property

The **Mortgage Differential** payment will reimburse you for any increased mortgage interest costs you might incur because the interest rate on your new mortgage exceeds the interest rate on the property acquired by Caltrans The payment computation is complex as it is

based on prevailing rates, your existing loan and your new loan. Also, some of the payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of your **Replacement Housing Payment** (Price Differential, Mortgage Differential and Incidental Expenses) exceeds $22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

Example of Price Differential Payment Computation:

Assume that Caltrans purchases your property for $98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property will cost you $100,000. If your purchase price is $100,000, you will receive $2,000 *(see Example A.)*

If your actual purchase price is more than $100,000, you pay the difference (see *Example B.)* If your purchase price is less than $100,000, the differential payment will be based on actual costs *(see Example C.)*

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Property	$100,000
Acquisition Price of Your Property	- 98,000
Maximum Price Differential	$ 2,000

Example A

Purchase Price of Replacement	$100,000
Comparable Replacement Property	$100,000
Acquisition Price of Your Property	- 98,000
Maximum Price Differential	$ 2,000

Example B

Purchase Price of Replacement	$105,000
Comparable Replacement Property	$100,000
Acquisition Price of Your Property	- 98,000
Maximum Price Differential	$ 2,000
You Must Pay the Additional	$ 5,000

Example C

Comparable Replacement Property	$100,000
Purchase Price of Replacement	$ 99,000
Acquisition Price of Your Property	- 98,000
Price Differential	$ 1,000

In Example C you will only receive $1,000 - not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.

In order for a "180 day owner occupant" to receive the full amount of their Replacement Housing Payment *(Price Differential, Mortgage Differential and Incidental Expenses)*, **you must:**

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's

acquisition)

You will **not** be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days' written notice before you must move.

For Owner Occupants and Tenants of 90 Days or More

If you qualify as a 90-day occupant (either as an owner or tenant), you may be eligible for a Replacement Housing Payment in the form of a Rent Differential.

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**

b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water, and sewer - regardless of the source (e.g. electricity, propane, and septic system.) It does not include garbage, cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations. (See pages 21 – 23 for examples).

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment may - with certain limitations - be

converted to a **Down Payment Option** to assist you in purchasing a replacement property. (See page 17 for a full explanation)

Example of Rent Differential Payment Computation:

After a thorough study of comparable, decent, safe and sanitary dwellings that are available for rent, Caltrans determines that a comparable replacement property will rent for $325.00 per month.

Caltrans Computation

Rental Rate for Comparable Replacement Property:	$ 325 per month
PLUS: average estimated utility costs:	+ 100 per month
TOTAL Cost to rent Comparable Replacement Property	$ 425 per month
Rental Rate for Your Current Property:	$ 300 per month
PLUS: average utility costs	+ 90 per month
TOTAL Cost you pay to rent your current property:	$ 390 per month
Comparable Replacement Property including utilities:	$ 425 per month
Cost you pay to rent your	

property including utilities: - 390 per month
Difference $ 35 per month

Multiplied by 42 months = $1,470 Rent Differential

Example A:
Rental Rate for a Replacement Property, including estimated average utilities costs $ 525 per month

Comparable Replacement Property including utilities $ 425 per month

Cost you pay to rent your property including utilities: $ 390 per month

Since $425 is less than $525, the Rent Differential is based on the difference between $390 and $425.

Rent Differential ($35 x 42 months = $1,470)

In this case you spent "at least" the amount of the Comparable Replacement Property on the replacement property and will receive the full amount.

Example B:
Rental Rate for Replacement Property, including estimated average utilities costs: $ 400 per month

Comparable Replacement

Property including utilities: $ 425 per month

Cost you pay to rent your property including utilities: $ 390 per month

Since $400 is less than $525, the Rent Differential is based on the difference between $400 and $390.

Rent Differential ($10 x 42 months = $420)

In this case you spent "less than" the amount of the Comparable Replacement Property on the replacement property and will not receive the full amount.

In order for a "90 day owner occupant" to receive the full amount of their Replacement Housing Payment *(Rent Differential)*, **you must:**

A) Rent and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND
C) File a claim for relocation payments within 18 months of the later of:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will **not** be eligible to receive any relocation payments until the Department has actually made the first written offer to purchase the property. And you will also receive at least 90 days' written notice before you must move.

Note 1: The time periods to receive benefits for a 90-day owner occupant are different than a 180-day owner occupant.

Note 2: If the Rent Differential is converted to a Down Payment Option, there is no "spend-to-get"

requirement.

Down Payment Option

The Rent Differential payment may - with certain limitations - be converted to a **Down Payment Option** to assist you in purchasing a replacement property. The Down Payment option is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between $0 and $5,250, your Down Payment option will be $5,250 which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over $5,250, you may be able to convert the entire amount of the Rent Differential to a Down Payment option.

The Down Payment must be used for acquisition of the replacement dwelling, plus any eligible incidental expenses (see page 15 "180-day Owner Occupants Incidental Expenses") related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your Down Payment option towards the purchase.

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If any portion of the Rent Differential was used prior to the decision to convert to a Down Payment option, those advance payments will be deducted from the entire benefit.

Last Resort Housing

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of $5,250 and $22,500 in order to make available housing affordable.

Relocation Advisory Assistance

Any individual, family, business or farm displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be

determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payment in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments

- Veterans Administration and Federal Housing Administration loan requirements
- Real property taxes
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services , Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

Your Rights As A Displacee

All eligible displacees have a freedom of choice in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. Do not execute a purchase agreement or a rental

agreement until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. **DO NOT jeopardize** your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq..)

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense.)

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES

Sus Derechos y Beneficios Como Una Persona Desplazada Bajo el Programa Uniforme De Asistencia Para Reubicación (Residencial)

Introducción

En la construcción de un sistema moderno de transportación, el desplazamiento de un pequeño porcentaje de la población es a menudo necesario. Sin embargo, la política de Caltrans es que las personas desalojadas no tengan que sufrir innecesariamente como resultado de los programas diseñados para el beneficio del público en general.

Los individuos y familias desplazadas pueden ser elegibles para recibir servicios de asesoramiento y pagos de reubicación.

Este folleto provee información acerca de los servicios y pagos de reubicación disponibles. Si usted es requerido a mudarse como resultado de un proyecto de transportación, un Agente de Reubicación se comunicará con usted. El Agente de Reubicación le contestará preguntas específicas y le proveerá información adicional.

Ley de Procedimiento Uniforme de Asistencia para Rubicación y Adquisición de Bienes Raíces de 1970, Enmendada “La Ley Uniforme”

El propósito de esta Ley es proveer tratamiento igual y uniforme para las personas que son desplazadas de sus hogares, negocios, u operaciones agrícolas por programas federales o programas que son asistidos con fondos federales y para establecer uniformidad e igualdad en la política de adquisición de tierras por programas federales y programas asistidos con fondos federales.

La ley trata de asegurar que las personas desplazadas directamente como resultado de proyectos federales o proyectos asistidos con fondos federales sean tratados con igualdad, consistencia y equidad para que esas personas no sufran

daños desproporcionados como resultado de proyectos designados para el beneficio del público en general.

Aunque se ha hecho un esfuerzo para asegurar la precisión de este folleto, debe de ser entendido que no tiene la fuerza o efectos de la ley, regla, o regulación que gobierna el pago de los beneficios. Si hay diferencias o error, la ley tomará precedencia.

Algunas Definiciones Importantes…

Sus beneficios de reubicación pueden ser entendidos mejor si usted entiende los siguientes términos:

Vivienda de Restitución comparable: significa una propiedad que es:

(1) Decente, segura y sanitaria. (Vea la definición abajo.)
(2) Equivalente funcionalmente a la propiedad desplazada.
(3) Adecuada en tamaño para acomodar a la familia que esta siendo reubicada.
(4) En un área que no esté sujeta a condiciones irrazonablemente adversas.
(5) En una localidad generalmente no menos deseable que la localidad de su propiedad desplazada con respecto a servicios públicos, y acceso razonable al lugar de empleo.
(6) En una parcela de tamaño típico para el desarrollo de una residencia de tamaño normal.

Decente, Segura y Sanitaria (DS&S): La vivienda de restitución debe de ser decente, segura y sanitaria … que significa que llena todos los requisítos mínimos establecidos por las regulaciones federales y conforme a los códigos de ocupación de viviendas aplicables. La propiedad será:

(1) Buena estructuralmente, cerrada a las condiciones climáticas y en buen estado de reparación.

(2) Contiene un sistema eléctrico adecuado para iluminación y otros aparatos.

(3) Contiene un sistema de calefacción capáz de mantener una temperatura saludable (de aproximadamente 70 grados) para la persona desplazada,

con excepción en aquellas áreas donde las condiciones climáticas no requieren dicho sistema.

(4) Debe de ser adecuada en tamaño con respecto al número de cuartos y áreas para vivir necesarias para acomodar a las personas desplazadas. Es política de Caltrans que más de dos personas no deben de estar en un solo cuarto, a menos que que el tamaño del cuarto sea suficientemente adecuado para acomodar los muebles de dormitorios necesarios de los ocupantes.

(5) Tener un baño separado, bien iluminado y ventilado que sea privado a los usuarios y que contenga un lavamanos, una tina o regadera, y un excusado, todos en buenas condiciones y apropiadamente conectados a los sistemas de aguas negras y aguas potables.

Nota: *En el caso de una propiedad residencial, debe de haber una área de cocina que contenga un lavatrastos usable, propiamente conectado a agua caliente y agua fría, y al sistema de drenaje, y con espacio adecuado para utilizar los servicios y connecciones para una estufa y un refrigerador.*

(6) Que contenga salidas sin obstrucción y seguros espacio abierto al nivel del suelo. Si la propiedad de restitución está en el segundo piso o más arriba, que tenga acceso directamente desde o a travéz de un corredor, y que éste corredor común debe de tener al menos dos salidas.

(7) Si la persona desplazada es incapacitada físicamente, debe de ser libre de cualquier barrera que le impidan la entrada o salida, o uso razonable de la propiedad por dicha persona incapacitada.

Persona Desplazada: Cualquier individuo o familia que se mueva de una propiedad o mueva sus bienes personales de una propiedad como resultado de la adquisición de bienes raíces, en todo o en parte, o como resultado de una notificación escrita de una agencia pidiéndole que desocupe la propiedad que se necesita para un proyecto de transportación. En el caso de una adquisición parcial, Caltrans debe de determinar si la persona es desplazada directamente como resultado de esta adquisición.

Los residentes **que no están legalmente** en los Estados Unidos no son elegibles para recibir pagos y asistencia de reubicación.

Los beneficios de reubicación van a variar dependiendo del tipo y tiempo de ocupación. Como una persona desplazada de una unidad residencial usted puede ser clasificado como:

- Un dueño ocupante de una propiedad residencial (incluyendo casas movibles)
- Un inquilino ocupante de una propiedad residencial (incluyendo casas movibles y cuartos para dormir)

Vivienda: El lugar de permanencia o residencia regular y usual de una persona, de acuerdo a las costumbres locales o la ley, incluyendo una unidad familiar, una unidad familiar en un complejo doble o multi-familiar, o una propiedad de uso múltiple, una unidad de condominio o proyecto de vivienda en cooperativa, una unidad libre de mantenimiento doméstico, una casa movible, o cualquier otra unidad residencial.

Dueño: Una persona es considerada que llena los requisitos de dueño de una casa, si esta persona compra, tiene título o tiene algunos de los siguientes intereses en una propiedad:

(1) Una escritura de propiedad, un interés de por vida en una propiedad, un contrato de renta por 99 años, un contrato oral de renta incluyendo una opción para extensión con al menos 50 años que queden después de la fecha de adquisición; o

(2) El interés en un proyecto de vivienda en cooperativa que incluya el derecho de ocupar una vivienda; o

(3) Un contrato de compra de interés, o bienes raíces.

(4) Algún otro interés, incluyendo intereses parciales, qua a juicio de la agencia garanticen los pagos como dueño.

Inquilino: Una persona que tiene el uso y la ocupación temporal de una propiedad de la que otro es dueño.

Gastos de Mudanza

Si usted califica como persona desplazada, usted tiene derecho a reembolso de sus gastos de mudanza y a ciertos gastos relacionados incurridos durante el traslado. Los métodos de traslado y los distintos tipos de pagos para gastos de mudanza son explicados abajo.

Los individuos y familias desplazadas pueden escoger un pago basado en los gastos reales, razonables y los gastos relacionados, o de acuerdo a una lista de costos fijos de mudanza. Sin embargo, para asegurar su elegibilidad y el pago rápido de sus gastos de mudanza, usted debe de ponerse en contacto con su Agente de Rubicación antes de mudarse.

Usted Puede Elegir Entre:

Los Gastos Razonables de Mudanza – A usted se le puede pagar por los gastos razonables de mudanza y gastos relacionados cuando una compañia comercial de mudanza hace la mudanza. Los reembolsos deberán ser limitados a una mudanza de 50 millas o menos. Los gastos relacionados pueden incluir:

- Transportación.
- Empaque y desempaque de propiedades personales.
- Desconexión y reconexión de aparatos eléctricos.
- Almacenaje temporal de propiedades personales.
- Seguros cuando la propiedad está almacenada o en tránsito.

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Lista de Costos Fijos de Mudanza – A usted se le puede pagar basado en una lista de costos fijos de mudanza. Bajo esta opción, usted no puede ser elegible para reembolsos de gastos relacionados incluídos en la lista de arriba. Esta lista de gastos fijos está designada a cubrir todos esos gastos.

Por ejemplo (Tarifa para el año 2001)

4 Cuartos - $ 950
7 Cuartos - $1,550

Los costos fijos de mudanza para una unidad amueblada (ejemplo, usted es inquilino en un apartamento donde los muebles pertenecen al dueño de la vivienda) estan basados en la Tabla de Honorarios B.

Ejemplos (Taza en el año 2001):

4 Cuartos - $475
7 Cuartos - $625

Bajo la lista de Pago Fijos de Mudanza, usted no puede recibir ningun pago adicional por almacenamiento temporario, vivienda temporaria, transportación o conexiones de servicios públicos.

Pagos Para Vivienda de Restitución

El tipo de Pago Para Vivienda de Restitución (RHP) depende de si usted es dueño o un inquilino, y en el tiempo de ocupación que tiene de la propiedad que será adquirida.

Si usted es calificado **como dueño ocupante** de más de 180 días antes de la iniciación de negociaciones para la adquisición de su propiedad, usted puede tener derecho a recibir RHP que consiste en:

Diferencia de Precio, y

Diferencia para Hipoteca, y

Gastos Incidentales

O

Diferencia Para Rentar

Si usted es calificado como **dueño ocupante** de más de 90 días, pero menos de 180 días, O si usted es calificado como **inquilino ocupante** de al menos 90 días, usted puede tener derecho a recibir RHP así:

Diferencia Para Rentar

U

Opción para Enganche

Tiempo de ocupación simplemente significa contar el número de días que usted actualmente ocupó la vivienda antes de la fecha de iniación de negociaciones por Caltrans para la compra de la propiedad. El término “iniciación de negociaciones” significa la fecha que Caltrans hizo el primer contacto personal con el dueño de bienes raíces, o su representante, para darle a el/ella una oferta escrita para la adquisición de la propiedad.

*Nota: Si usted ocupó una vivienda por **menos de 90 días** antes de la iniciación de negociaciones y la propiedad es posteriormente adquirida, o si usted se mudó a la propiedad después de la iniciación de negociaciones y usted todavía*

ocupaba la propiedad a la fecha de adquisición, usted puede ser elegible para un Pago para Restitución de Vivienda, basado en una guía de elegibilidad establecida. Consulte con su Agente de Reubicación antes de que haga cualquier decisión de mudarse de su propiedad.

Para Ocupantes de 180 Días o Más

Si usted califica como dueño ocupante de 180 días, puede ser elegible – además del valor equitativo en el mercado de su propiedad – para un Pago de Restitución de Vivienda que consiste en un pago de Diferencia de Precio y/o Gastos Incidentales.

El Pago de **Diferencia de Precio** es la cantidad por la que el costo de una vivienda de restitución excede el costo de adquisición de la vivienda desplazada. Este pago le asistirá en la compra de una vivienda decente, segura, y sanitaria (DS&S). Caltrans computará el pago máximo que usted puede ser elegible para recibir. (Vea un ejemplo en la página 15.)

Para recibir la cantidad total de la diferencia de precio calculadas, usted debe de gastar al menos la cantidad calculada por Caltrans en la propiedad de restitución.

El pago de **Diferencia de Hipoteca** le será reembolsado por cualquier aumento del costo de interés en la hipoteca que usted haya incurrido porque la taza de interés en su nueva hipoteca excede la taza de interés de la propiedad adquirida por Caltrans. La computación del pago es complicada ya que está basada en las tazas típicas entre su préstamo anterior y su préstamo nuevo. También, una parte de los pagos pueden ser prorrateado como reembolso por una porción de los honorarios de su préstamo y los puntos (intereses) de la hipoteca.

Para ser elegible para recibir este pago, la propiedad adquirida debe de ser hipotecada con una hipoteca de buena fé, la cual fue un crédito válido de por lo menos 180 días antes de la iniciación de negociaciones.

Usted también puede ser reembolsado por cualquier **Gasto Incidental** actual y necesario que usted incurra en relación con la compra de su propiedad de restitución. Estos gastos pueden ser los costos por búsqueda de título, honorarios de copia en el Registro, reporte de crédito, reporte de evaluación, y ciertos otros gastos de cierre de escritura. Usted no puede ser reembolsado por ningún gasto frequente como pre-pagos de impuesto de bienes raíces y seguro de propiedad.

Si la cantidad total de su **Pago de Vivienda de Restitución** (Diferencia de Precio, Diferencia Para Hipoteca y Gastos Incidentales) excede $22,500, el pago debe de ser depositado directamente en una cuenta fiduciaria o ser pagado directamente a la compañía financiera.

EJEMPLO DE COMO SE CALCULA LA DIFERENCIA DE PAGO:

Suponga que Caltrans compra su propiedad por $98,000. Después de un estudio completo de viviendas disponibles en el mercado, que sean decentes, seguras y sanitarias, Caltrans determina que la propiedad de restitución comparable en el mercado abierto le costará $100,000. Si su precio de compra es $100,000 usted recibirá $2,000 (*Vea el Ejemplo A)*

Si su precio de compra es de más de $100,000, usted paga la diferencia (vea el *Ejemplo B*). Si su precio de compra es menos de $100,000, el pago se basará en los costos actuales (vea el *Ejemplo C).*

La cantidad que usted recibe en un pago diferencial dependerá de cuanto usted realmente gasta en una vivienda de restitución, como se muestra en estos ejemplos.

Computación de Caltrans

Precio Comparable de la Propiedad de Restitución	$100,000
Precio de Adquisición de su Propiedad	– $ 98,000
Diferencia Máxima de Precio	$ 2,000

Ejemplo A

Precio de Compra de Restitución	$100,000
Propiedad Comparable de Restitución	$100,000
Precio de Adquisición de su Propiedad	– $ 98,000
Diferencia Máxima de Precio	$ 2,000

Ejemplo B

Precio de Compra de Restitución	$105,000
Propiedad Comparable de Restitución	$100,000
Precio de Adquisición de su Propiedad	– $ 98,000
Diferencia Máxima de Precio	$ 2,000
Usted Debe de Pagar el Precio Adicional de	$ 5,000

Ejemplo C

Propiedad Comparable de Restitución	$100,000
Precio de Compra de Restitución	$ 99,000
Precio de Adquisición de su Propiedad	– $ 98,000
Diferencia de Precio	$ 1,000

En el ejemplo C usted solo recibirá $1,000 – no la cantidad completa de "La propiedad Comparable de Restitución" por los requisítos de "Gastar para Obtener" de Caltrans.

PARA QUE UN "DUENO OCUPANTE DE 180 DÍAS" RECIBA LA CANTIDAD TOTAL DE SUS BENEFICIOS DE PAGOS PARA VIVIENDA (*Diferencia de Precio, Diferencia de Hipoteca y Gastos Incidentales), usted debe:*

A) Comprar y ocupar una vivienda de restitución que sea DS&S dentro de al menos un año desde la fecha más tarde de:

(1) La fecha en que recibió la primera notificación de una casa de restitución, **O**

(2) La fecha que Caltrans pagó los costos de adquisición de su vivienda actual (usualmente los gastos de cierre de escritura en la adquisición del Estado.)

Y

B) Haber gastado al menos la cantidad que Caltrans estableció para "La Propiedad Comparable de Restitución" para la propiedad de restitución.

Y

C) Reportar un reclamo para pago para reubicación dentro de los 18 meses de la fecha más tarde de:

(1) La fecha en que se mudó de la propiedad adquirida por Caltrans, **O**

(2) La fecha en que Caltrans le pagó los costos de adquisición de su vivienda actual (usualmente al cierre de escritura en la adquisición del Estado.)

Usted no será elegible para recibir ningún pago de reubicación hasta que el Estado haya hecho la primera oferta por escrito de la compra de la propiedad. Usted también recibirá una notificación escrita por lo menos 90 días antes de tener que mudarse.

Para Dueños Ocupantes e Inquilinos de 90 Días o Más

Si usted califica como un ocupante (ya sea como dueño o inquilino) de 90 días, usted puede ser elegible para un Pago de Vivienda de Restitución en la forma de Diferencia para Rentar.

El pago de la **Diferencia para Rentar** es designado para asistirle en la renta de una vivienda comparable que sea decente, segura y sanitaria. El pago será basado en la diferencia entre la renta básica mensual por la propiedad adquirida por Caltrans (incluyendo el promedio del costo mensual de servicios públicos) y el menor de:

a) La renta mensual y el promedio del costo mensual estimado de los servicios públicos para una vivienda comparable de restitución determinada por Caltrans, **O**

b) La renta mensual y el promedio del costo mensual estimado de los servicios públicos para una vivienda decente, segura y sanitaria que usted rente como vivienda de restitución.

Gastos de servicios públicos son esos gastos que usted incurre por calefacción, luz, agua, aguas negras y basura – sin importar quien los provea (ejemplo, electricidad, gas propano, y sistema séptico.) No incluye cable de televisión, teléfono, o seguridad. Los servicios públicos en su propiedad de restitución será el estimado del promedio de costos por los 3 últimos meses para el tipo de vivienda y área usados en los cálculos.

Esta diferencia es multiplicada por 42 meses y le puede ser pagado en una sola suma o en pagos periódicos de acuerdo con la política y regulaciones. (Vea un ejemplo en la página 21.)

Para recibir la cantidad calculada total de la diferencia para rentar, usted debe gastar al menos la cantidad calculada por Caltrans en la propiedad de restitución.

Este pago puede – con ciertas limitaciones – ser convertido en una **Opción para Enganche** para asistirle en la compra de una propiedad de restitución (Vea la página 25 para una explicación completa.)

EJEMPLO DE LA COMPUTACIÓN DEL PAGO DE LA DIFERENCIA PARA RENTAR:

Después de hacer un estudio completo de viviendas comparables, decentes, seguras y sanitarias que estén disponibles para rentar, Caltrans determina que una propiedad comparable de restitución podría ser rentada por $325 al mes.

Computación de Caltrans

Renta por una Propiedad Comparable de Restitución	$ 325 al mes
MÁS: estimado de costos de servicios públicos	100 al mes
TOTAL Costo de renta por una Propiedad Comparable de Restitución	$ 425 al mes
Renta por su Propiedad Actual	$ 300 al mes
MÁS: costos de servicios públicos	90 al mes
TOTAL Costo para pagar la renta de su propiedad actual	$ 390 al mes
Propiedad Comparable de Restitución incluyendo servicios públicos	$ 425 al mes
Costo para pagar la renta de su propiedad incluyendo servicios públicos	390 al mes
Diferencia	$ 35 al mes

Multiplicado por 42 meses = $1,470 Diferencia para Rentar

Ejemplo A:

Renta para una Propiedad de Restitución, incluyendo los costos estimados de servicios públicos	$ 525 al mes
Propiedad Comparable de Restitución incluyendo servicios públicos	$ 425 al mes
Costos de pago de la renta de su propiedad incluyendo servicios públicos	$ 390 al mes

Ya que $425 es menos que $525, la diferencia para rentar está basada en la diferencia entre $390 y $425.

Diferencia para Rentar ($35 x 42 meses = $1,470)

En este caso usted gasta “al menos” la cantidad de la Propiedad de Restitución Comparable en la propiedad de restitución y así recibirá la cantidad total.

Ejemplo B:

Renta por una Propiedad de Restitución, incluyendo los costos estimados de servicios públicos	$ 400 al mes
Propiedad Comparable de Restitución incluyendo servicios públicos	$ 425 al mes
Costos de pago de la renta de su propiedad incluyendo servicios públicos	$ 390 al mes

Ya que $400 es menos que $525, la diferencia para rentar está basada en la diferencia entre $400 y $390.

Diferencia para Rentar ($10x 42 meses = $420)

En este caso usted va a gastar “menos que” la cantidad de Propiedad de Restitución Comparable en la restitución de la vivienda y usted no recibirá la cantidad total.

PARA QUE UN “DUENO OCUPANTE DE 90 DÍAS” RECIBA LA CANTIDAD TOTAL DE PAGO PARA SU VIVIENDA DE RESTITUCION (Diferencia para Rentar), **usted debe de:**

A) Rentar y ocupar una vivienda de restitución DS&S dentro de un año después de la última fecha de:

(1) La fecha en que usted recibió la primera notificación de una casa de restitución disponible, **O**

(2) El día en que usted su mudó de la propiedad adquirida por Caltrans.

Y

B) Gastar al menos la cantidad de la “Propiedad Comparable de Restitución” de Caltrans para rentar una vivienda de restitución.

Y

C) Reportar un reclamo para pagos de reubicación dentro de los 18 meses de la fecha más tarde:

(1) La fecha en que usted se mudó de la propiedad adquirida por Caltrans, **O**

(2) La fecha en que Caltrans le pagó los costos de adquisición de su propiedad actual (usualmente al cierre de escritura de la adquisición del Estado.)

Usted no será elegible para recibir ningún pago de reubicación hasta que haya hecho la primera oferta escrita para comprar la propiedad. Además, usted recibirá al menos una noticia por escrito 90 días antes de tener que mudarse.

OPCIÓN PARA ENGANCHE

El pago de Diferencia para Rentar puede – con ciertas limitaciones – ser convertido en una **Opción para Enganche** para asistirle en la compra de una propiedad de restitución. La Opción para Enganche es una conversión directa del pago de la diferencia para rentar.

Si la diferencia para rentar es calculada entre $0 y $5,250, su Opción Para Enganche será de $5,250 la cual puede ser usada para la compra de una vivienda de restitución decente, segura y sanitaria.

Si la diferencia para rentar es más de $5,250 usted podrá convertir la cantidad completa de diferencia para rentar a una Opción Para Enganche.

La Opción Para Enganche debe de ser usada para el enganche requerido, la cual usualmente es un porcentage del precio total de compra, más cualquier gasto incidental elegible (vea la página 14, “Gastos Incidentales para Dueños Ocupantes de 180 días”) relacionado con la compra de la propiedad. Usted debe trabajar junto con su Agente de Reubicación para asegurarse de que puede utilizar la cantidad total de su Opción Para Enganche en su compra.

Si alguna porción de la diferencia para rentar fue usada antes de su decisión de convertirla a una Opción Para Enganche, los pagos avanzados serán deducidos de los beneficios completos.

CASA DEL ÚLTIMO RECURSO

En la mayoría de los proyectos de Caltrans, existe una cantidad adecuada de viviendas de venta y alquiler, y los beneficios serán suficientes para que usted pueda reubicarse a una vivienda comparable. Sin embargo, en ciertas localidades pueden haber proyectos donde el número de viviendas disponibles no son suficientes para proveer viviendas a todas las personas desplazadas. En estos casos, Caltrans utiliza un método llamado Casa del Último Recurso. La Casa del Último Recurso permite a Caltrans construir, rehabilitar, o modificar viviendas para cumplir con las necesidades de las personas desplazadas por un proyecto. Caltrans puede también pagar arriba de los límites legales de $5,250 y $22,500 para hacer posible viviendas con precios razonables.

Asistencia de Consulta Para Reubicación

A cualquier individuo, familia, negocio u operación agrícola desplazada por Caltrans deberá ofrecérsele servicios de asistencia con el propósito de localizar una propiedad de restitución. Los servicios de reubicación son proveídos por empleados calificados de Caltrans. Es la meta de ellos y el deseo de estos empleados de servirle y asistirle de cualquier manera posible para ayudarle a reubicarse exitosamente.

Un Agente de Reubicación de Caltrans se pondrá en contacto con usted personalmente. Los servicios de reubicación y pagos se le explicarán de acuerdo con su elegibilidad. Durante la entrevista inicial, sus necesidades de vivienda y deseos se determinarán así como sus necesidades de asistencia. No se le puede pedir que se mude a menos que una vivienda comparable de restitución le sea disponible.

Usted puede esperar recibir los siguientes servicios, consejos y asistencia de su Agente de Reubicación quien le:

- Explicará los beneficios de reubicación y los requesitos de elegibilidad.
- Proveerá por escrito la cantidad de pago por su vivienda de restitución.
- Asegurará la disposición de una propiedad comparable antes de que se mude.
- Inspeccionará las posibles unidades residenciales de restitución para el cumplimiento de DS&S.

- Proveerá información y aconsejará como puede obtener ayuda para minimizar las adversidades en ajustarse a su nueva localidad.
- Ayudará en completar los documentos de préstamos, aplicaciones de rentas o las Formas de Reclamo para Reubicación.

Y proveerle información de:

- Seguro de Depósitos
- Taza de intereses y términos
- Pagos típicos de enganches
- Requisitos de préstamos de la Administración de Veteranos (VA) y la Administración de Vivienda Federal (FHA)
- Impuestos sobre bienes raíces
- Literatura de educación en viviendas para el consumidor

Si usted lo desea, el Agente de Reubicación le dará una lista actual de otras viviendas de restitución disponibles.

Se proveerá transportación para inspeccionar viviendas disponibles, especialmente si usted es mayor de edad o con impedimiento físico. Aunque usted puede utilizar los servicios de un agente de bienes raíces, Caltrans no lo podrá referir.

Su Agente de Reubicación está familiarizado con los servicios proveídos por otras agencias de su comunidad y le proveerá información de otros programas de viviendas federales, estatales y locales que ofrecen programas de asistencia para personas desplazadas. Si usted tiene algun problema especial, su Agente de Reubicación hará su mejor esfuerzo para asegurarle los servicios de esas agencias con personal capacitado y con experiencia que le ayudarán.

Si el proyecto de transportación requiere un número considerable de personas que sean reubicados, Caltrans establecerá una Oficina Temporal de Reubicación en, o cerca del proyecto. Las oficinas de proyectos de reubicación deberán de abrirse durante horas convenientes y en horas tempranas de la noche, si es necesario.

Además de estos servicios, Caltrans es requirido que coordine las actividades de otras agencias que causen desplazamientos para asegurar que todas esas personas desplazadas reciban beneficios de reubicación equitativos y consistentes.

Recuerde – SU AGENTE DE REUBICACIÓN está para aconsejarle y asistirle. No vacile en hacer preguntas, y asegúrese de que entiende completamente sus derechos y beneficios de reubicación disponibles.

SUS DERECHOS COMO UNA PERSONA DESPLAZADA

Todas las personas elegibles como personas desplazadas tienen la libertad de escoger dentro de la selección de viviendas de restitución, y Caltrans no requerirá a ninguna persona que sea desplazada que acepte una vivienda de restitución proveída por Caltrans. Si usted decide no aceptar la vivienda de restitución ofrecida por Caltrans, usted puede elegir una vivienda de restitución de su propia selección, mientras que cumple con los requisítos de DS&S. Caltrans no pagará más que los beneficios calculados por una vivienda de restitución.

Lo más importante que usted debe de recordar es que la vivienda de restitución que usted seleccione debe de llenar los requisítos básicos de "decente, segura y sanitaria". No ejecute los documentos de compra o el contrato de renta hasta que un representante de Caltrans haya inspeccionado y certificado por escrito que la vivienda que usted se propone ocupar cumple con los requisítos básicos. **NO ARRIESGUE** su derecho de recibir los pagos de vivienda de restitución por mudarse a una vivienda que no sea "decente, segura y sanitaria."

Es importante recordar que sus beneficios de reubicación no van a tener ningún efecto adverso en su:

- Elegibilidad para Seguro Social
- Elegibilidad para Asistencia Social
- Impuestos sobre ingresos

Además, el Título VIII de los Derechos Civiles, Ley de 1968 y luego otras leyes y enmiendas hacen descriminatoria la práctica de compra y renta de unidades de vivienda si es basada ilegalmente en la raza, color, religión, sexo u origen nacional.

Cuando sea posible, a personas de minorías se les debe de dar oportunidades razonables para reubicarse a viviendas de restitución que sean decentes, seguras y sanitarias, no localizadas en áreas de concentración de minorías, y que estén dentro de sus recursos económicos. Esta política, sin embargo, no requiere que Caltrans provea a una persona pagos más grandes de lo que sean necesarios para permitir que la persona sea reubicada a una vivienda de restitución comparable.

La política No-Descriminatoria de Caltrans asegura que todos los servicios y/o los beneficios deben de ser administrados al público en general sin importar la raza, color, origen nacional, o sexo en cumplimiento con el Título VI de la Ley de Derechos Civiles de 1964 (42 USC 2000 d. et seq.)

Usted siempre tendrá el Derecho de Apelar cualquier decisión hecha por Caltrans relacionada a los beneficios de reubicación y elegibilidad.

Su Derecho de Apelar está garantizado en la “Ley Uniforme” la cual establece que una persona puede apelar al jefe de la agencia responsable, si ella cree que la agencia ha fallado en determinar correctamente su elegibilidad, o la cifra del pago autorizado por la Ley.

Si usted indica su disatisfacción, ya sea verbalmente o por escrito, Caltrans le asistirá en hacer su demanda de apelación y le explicará el procedimiento que debe de seguir. Usted tiene derecho de ser representado por un asesor legal u otro representante en conexión con su apelación (pero solamente por su propia cuenta.)

Caltrans considerará toda justificación y materia pertinente que usted entregue u otra información disponible, necesaria para asegurar una audiencia equitativa. Caltrans le proveerá una determinación por escrito del resultado de su apelación, con una explicación sobre la base de la decisión. Si usted aún no está satisfecho con la decisión otorgada, Caltrans le aconsejará que usted puede pedir una audiencia judicial.

Noticiero de la Ley para Americanos con Incapacidades Físicas (ADA):

Para personas con incapacidades físicas, este documento es disponible en formatos alternativos. Para Información llame al número (916) 654-5413 Voz, CRS: 1-800-735-2929, o escriba a Derecho de Vía, MS 37, 1120 N Street, Sacramento, CA 95814.

NOTAS

D MINIMIZATION AND/OR MITIGATION SUMMARY

Appendix D Mitigation Monitoring Reporting Program

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Land Use	The City will ensure that access to all commercial properties is maintained during construction and after project implementation. The City will replace all sidewalks and streetscape infrastructure as part of the construction of the Proposed Build Alternative.		Construction and Operation	City of Moorpark, DPW	City of Moorpark, DPW
Community Impacts Relocations	The project has been developed in conformity with the Title VI of the Civil Rights Act of 1964, which states that no person in the United States shall be excluded from participation in or otherwise discriminated against on the basis of race, color, and national origin under any program or activity receiving Federal financial assistance. The City will comply with Title VI under the Civil Rights Act of 1964 to ensure that all affected property owners are compensated fairly.		Planning	Caltrans and City of Moorpark	Caltrans and City of Moorpark

Appendix D Mitigation Monitoring Reporting Program (cont)

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Public Services	The City will maintain contact with the community during the construction phase through public outreach with the following components. A business outreach program will be implemented before project construction to inform local merchants of construction schedules that may affect their establishments.		Pre-construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW
	Appropriate signage will be used to direct both pedestrian and vehicular traffic to businesses via alternative routes. Pedestrians will need to cross Los Angeles Avenue in the project area at the signalized intersections at Moorpark Avenue and Spring Road. Disabled access will be maintained during construction where feasible. Temporary sidewalks will be installed if necessary, during the construction phase. Once construction is complete, full access to sidewalks will be restored.		Construction	City of Moorpark, DPW	City of Moorpark, DPW
Utilities/Emergency Services	All public facility improvements will be constructed to the specifications required by Caltrans and other utility providers who operate and maintain facilities within the proposed project area. The City will obtain all required permits from the appropriate public agencies and public utility providers before construction begins. Permission for removal and relocation of utilities would be needed from the utility providers before construction starts.	Existing catch-basins/inlets will be relocated or new catch basins/inlets will be constructed. In addition, additional curb and gutter construction in locations currently bounded only by the edge of the pavement will create a more confined drainage system that will direct flows out of the street and into a closed storm water drainage system.	Planning, Design, and Construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Transportation & Traffic/Pedestrian & Bicycle Facilities		The City will develop a Transportation Management Plan (TMP) as required by Caltrans to reduce traffic delays during construction. The TMP will be approved before project construction begins. The TMP will also address pedestrians and bicycles and comply with the American Disabilities Act (ADA). The TMP may include a public awareness campaign, highway advisory radio messages, portable changeable message signs, temporary loop sensor/signals, bus or shuttle service, and a construction zone enhanced enforcement program (COZEEP).	Prior to construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Hydrology/Water Quality		The existing storm drain system will need to be redesigned to handle the incremental increases in flows associated with the proposed road improvements to prevent any substantial erosion or siltation.	Planning, Design, and Construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DWP
		A California State Registered Civil Engineer will prepare a drainage study for review and acceptance by the Moorpark City Engineer. All existing and proposed drainage facilities within the project area shall be designed to adequately collect and convey all project related runoff. The existing system will be upgraded to ensure that with the additional surface flow, it is capable of preventing on- or off-site flooding and eliminating any potential for substantial erosion or siltation.	Planning and Design	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Water Quality and Storm Water Runoff		The storm drain system will be redesigned as part of the proposed project to address the additional runoff volumes and potential contaminants. In accordance with Section 402 of the Clean Water Act, the project will be required to comply with two NPDES Permits.	Prior to construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW
		The primary mitigation measures to address potential water quality impacts from construction and post-construction phases would be the implementation of BMPs as prescribed by the two NPDES permits. The recommended BMPs to be implemented within this area, as required by this permit, are identified in (1) The Ventura County SWMP and (2) the SQUIMP.	Planning, Design, Construction and Operation	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Geology and Soils .	The applicant shall comply with all requirements of the California Building Code (CBC) and Caltrans governing the proposed road widening.	With implementation of standard grading controls and structural design measures to address seismic and geologic conditions, project geologic and soil-related impacts would be mitigated to less than significant.	Planning, Design, and Construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW
		Appropriate geotechnical soil testing from project area assessment borings should be performed and reviewed to evaluate whether or not potentially expansive soil conditions are present in accordance with Table 18-1-B of the 2001 California Building Code (CBC).	Prior to construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW
		A site grading plan shall be submitted for review and acceptance by the City Engineer and Construction before grading permits are issued. The grading plan shall be accompanied by a Soils Report prepared in accordance with the Guidelines for Geotechnical and Geological Reports in the City of Moorpark and Caltrans and signed by a California Registered Civil Engineer and/or a California Registered Geologist.	Design and prior to construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Hazardous Waste/Materials					
	Asbestos-containing materials may be present in some of the structures in the project area that may be demolished or renovated for this project. Two residences—located at 148 East Los Angeles Avenue (Assessor's Parcel Number [APN] 506-0-020-060) and 240 East Los Angeles Avenue (APN 506-0-020-120)—may be demolished during this proposed road widening project. An asbestos survey of the two residences will be conducted prior to the start of construction. The City will ensure that an asbestos survey will be conducted by a certified consultant prior to demolition or renovation of any structures within the proposed project area. If asbestos-containing materials are found in the residences they will be removed and properly disposed of prior to demolition or renovation.		Prior to construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW
	The manufacture of lead-based paint (LBP) was banned in 1978; however, because many of the structures on-site were constructed prior to this ban, it is likely that LBP was used on some of the residences or businesses adjacent to the site. Two residences located at 148 East Los Angeles Avenue (APN 506-0-020-060) and 240 East Los Angeles Avenue (APN 506-0-020-120) may be demolished or renovated during this proposed road widening project. If demolition is required, a LBP assessment of the residences proposed for demolition will be completed prior to the start of construction. If LBP is found in the residences it will be removed and properly disposed of prior to		Prior to construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
	demolition or renovation.				

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Air Quality					
	Although no significant impacts are anticipated for the proposed project, "Fugitive Dust" and "ROC and NOx" construction minimization measures will be utilized to avoid potentially significant air quality impacts. These measures will also ensure compliance with Ventura County Air Quality Assessment Guidelines. A 50-percent reduction in fugitive dust would be achieved through proper implementation of the measures listed below. These dust minimization measures will also reduce $PM_{2.5}$ emissions.				
	The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.		Construction	Contractor	City of Moorpark, DPW
	Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.		Construction	Contractor	City of Moorpark, DPW
	Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:		Construction	Contractor	City of Moorpark, DPW
	a) All trucks shall be required to cover their loads as required by California Vehicle Code §23114.		Construction	Contractor	City of Moorpark, DPW

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Air Quality (Continued)	b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.		Construction	Contractor	City of Moorpark, DPW
	Graded and/or excavated inactive areas of the construction site shall be monitored by (indicate by whom) at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.		Construction	Contractor	City of Moorpark, DPW
	Signs shall be posted on-site limiting traffic to 15 miles per hour or less.		Construction	Contractor	City of Moorpark, DPW
	Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.		Construction	Contractor	City of Moorpark, DPW
	Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.				

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Air Quality (Continued)	During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.		Construction	Construction	City of Moorpark, DPW
Noise		To reduce the potential impacts from construction, construction activities shall conform to Section 5- I, "Sound Control Requirements," in the Standard Special Provisions. Sound control shall conform to the provisions in Section 7-1.011, Sound Control Requirements, of the Standard Specifications and these special provisions. The noise level	Planning and Construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
Noise (Continued)		from the Contractor's operations, between the hours of 9:00 pm and 6:00 a.m., shall not exceed 86 dBA at a distance of 15 meters (50 feet). The City of Moorpark intends to build and fund Soundwalls 1A, 2, 3, and 4. In order to build Soundwall 2, the City must acquire the property represented by R7 prior to construction because the soundwall would block the driveway access to this property. Caltrans has indicated a concern regarding street access as a result of building Soundwall 3. However, a developer is planning on building on this property and the City feels after this re-development there will not be an access issue with Soundwall 3. The City of Moorpark will not be acquiring R10 so a notice will be sent by the City to this property owner to determine if they want to build Soundwall 3 or not. In areas that conventional soundwalls will be cost prohibited, the City wants to provide abatement in the form of double pane windows and noise insulation for the residential structures. FHWA will have no involvement in the funding of the soundwalls that don't meet the feasibility and reasonableness criteria. It should also be noted that any other abatement measures would be funded by the City of Moorpark. Per Caltrans Traffic Noise Analysis Protocol, sensitive receptors exposed to an after project exterior noise level below 75 dBA Leq(h) would not	Planning, Design and Construction	City of Moorpark, DPW	Caltrans and City of Moorpark, DPW

Impact	Avoidance or Minimization Measure	Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/ Reporting Agency/ Department
		qualify for unusual and extraordinary abatement for interior noise impacts.			
Biological Resources	All requirements of the City's tree preservation requirements and any conditions of the City's Tree Permit will be strictly adhered to. The City plans to replant all affected areas with new landscaping that is consistent with City codes.	A pre-construction meeting to review protective measures and fence locations should be conducted on the project site prior to any clearing, grubbing, grading or construction. Representatives at the meeting should include the City, construction contractor representative, and a tree preservation consultant. All work within the protected zone of any preserved tree should be observed by the tree preservation consultant.	Planning and Construction Construction	City of Moorpark, DPW City of Moorpark, DPW	Caltrans and City of Moorpark, DPW Caltrans and City of Moorpark, DPW
Biological Resources (Continued)		All large shrubs and trees will either be removed outside of the bird breeding season (February 15 to September 15) or a nesting bird survey will be completed before construction starts to verify that no protected bird nests are within the trees and shrubs that are proposed for removal or within any trees and shrubs that are adjacent to construction activities. If any nesting birds are found in the project area or surrounding area, no construction activities will occur between February 15 and September 15.	Planning, Design, and Construction	City of Moorpark, DPW	Caltrans City of Moorpark, DPW

E LIST OF ACRONYMS

Appendix E: LIST OF ACRONYMS

ADL	aerially deposited lead
ADT	average daily traffic
APEFZ	Alquist-Priolo Earthquake Fault Zone
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ASBS	Area of Special Biological Significance
AST	aboveground storage tank
AQCR	Air Quality Control Region
BMP	Best Management Plan
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CDFG	California Department of Fish and Game
CDMG	Conservation Division of Mines and Geology
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
cm	centimeters
CO	carbon monoxide
COZEEP	construction zone enhanced enforcement program
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
dBA	A-weighted decibels
DFIRM	Digital Flood Insurance Rate Map
EPA	Environmental Protection Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
FR	*Federal Register*
HCM	Highway Capacity Manual
ICBO	International Conference of Building Officials
ISA	Initial Site Assessment
km	kilometers
LBP	lead-based paint
Leq	long-term A-weighted sound level

Lmax	The highest instantaneous sound level measured during a specified period
LOS	level of service
LSA	LSA Associates, Inc.
MND	Mitigated Negative Declaration
MSAT	Mobile Source Air Toxics
MTAM	Moorpark Traffic Analysis Model
NAC	Noise Abatement Criteria
NAAQS	National Ambient Air Quality Standards
NFIP	National Flood Insurance Program
NO_x	nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
O_3	ozone
PA	Programmatic Agreement
Pb	lead
PCB	polychlorinated biphenyl
PM	particulate matter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
PRC	Public Resources Code
R	receptor
R.A.P.	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act
ROC	reactive organic compound
ROW	right-of-way
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO_2	sulfur dioxide
SR	State Route
SQUIMP	Storm Water Quality Urban Impact Mitigation Plan
SW	soundwall
SWMP	Storm Water Management Program
TDS	total dissolved solids
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
U.S.C.	United States Code
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank

VACPD	Ventura County Air Pollution Control District
VCAQAG	Ventura County Air Quality Assessment Guidelines